



American
Gear Manufacturers
Association®



gear
TECHNOLOGY®

PTE
™

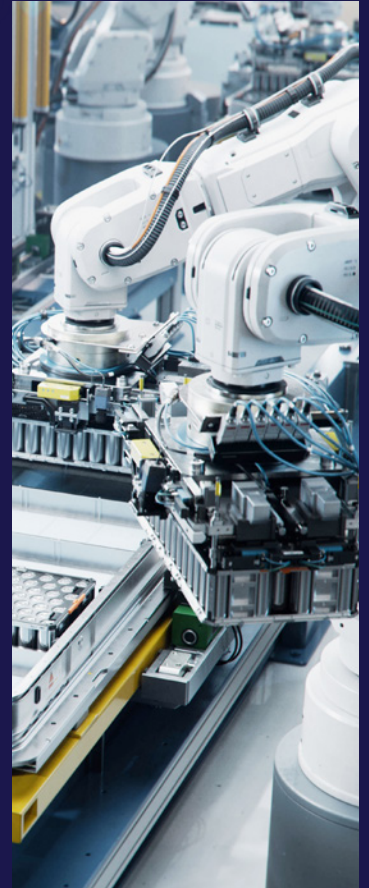
MOTION+POWER
TECHNOLOGY EXPO®

October 21–23, 2025
Huntington Place • Detroit, MI

OFFICIAL SHOW GUIDE 2025 ADVERTISING OPTIONS

Expanded Booth Listings
Sponsored Content
Display Ads

MotionPowerExpo.com



INNOVATION ACCELERATED

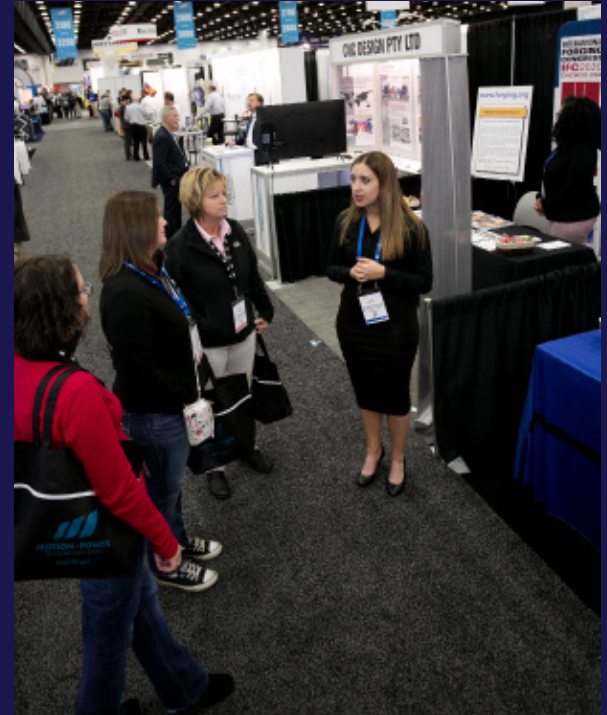
MAKE THE MOST OF YOUR MPT EXPO PRESENCE

Exhibitors at Motion + Power Transmission (MPT) Expo 2025 in Detroit will have the opportunity to connect with the top manufacturers, suppliers, buyers and experts in the gear manufacturing, power transmission, electric drive and fluid power industries. The 2025 MPT Expo Official Show Guide is your place to stand out from the crowd by making sure that the gear and power transmission market knows about your company and your commitment to our industry.

- + Reach an anticipated 3,000+ in the printed show guide, which will be distributed to attendees.
- + Reach the entire AGMA/AGMA Media power transmission world (over 35,000 strong) in the digital edition launching early October.
- + Make sure you are seen with the complete directory of the show's exhibit halls, events and educational opportunities, along with all the maps, contact information and tips every visitor needs to make their 2025 MPT Expo trip a success.

Every exhibitor at MPT Expo will have a presence in the Show Guide, including logo, booth listings and category listings in our product guide. But we're also offering exhibitors the opportunity to enhance their presence in a number of ways:

- + **Expanded booth listings.** Need more than the standard 100-word description to let potential visitors know about all the new products and services your company is offering? No problem! You can pay for additional space (see page 3).
- + **Featured articles.** Do you want to be seen as a thought leader in the motion and power transmission space? Do you have new technology that needs a more in-depth approach? How about an application story that showcases that new technology? You can place an article in the show guide to help get the word out (see page 4 for rates and details).
- + **Display advertising.** We offer a full range of display ads in the Show Guide, from two-page spreads down to ¼ page ads (see page 5 for rates and details).



Booth Listings

Free listings are available for all MPT Expo exhibitors. In the months leading up to the show, all exhibitors will receive instructions on how to fill out their listings and categories. In addition, we'll be contacting all exhibitors as we get close to the show in order to make sure all listings are up to date.

Basic booth listings are limited to 100 words. If you'd like to add a more in-depth description of your products and services, you can do so for a small fee (see table, right column).

Logo, up to 100 words and one photo	FREE (included with exhibit space)
Logo, up to 400 words and two photos	\$599
Logo, up to 800 words and three photos	\$999
Logo, up to 1,500 words and five photos	\$1,399

Exhibitors who are interested in reaching the gear and mechanical power transmission industry should contact Dave Friedman, friedman@agma.org, in order to ensure that your company will be included in the MPT Expo Show Guide. Both free and paid options are available.



Kupral S.r.l. - Booth 2208
Liebherr Gear Technology, Inc. - Booth 3501

Gear Cutting machines, automation systems and cutting tools.

Liebherr-Gear Technology offers a complete program of gear technology. It comprises all technical systems and classes of gear hobbing machines, generating grinding machines, gear shaping machines, and cutting tools. The first to apply the dry hobbing process, the flexible and rigid LCG gear grinding machines, and the electronic-guided LSE shaping machines are just a few examples of innovative leadership in this field.

Through its automation systems division, Liebherr is able to offer, in addition to the individual machine, a synergistic combination of manufacturing technology, logistics and factory design. The aim is to provide comprehensive solutions for the benefit of industrial customers all over the world.

Louis Belet - Booth 2412



Swiss Cutting Tools since 1947
 Our creative, technically, ecologically and socially performing company is a benchmark in the manufacturing of customized and standard tools. Louis BELET SA is ISO 9001 and 14001 certified since 2002



Product range goes from standard to custom, carbide to ceramic and going through PCD, gear cutting solutions internal or external, we are IHC specialist for your custom and/or quality and precise cutting tools.

Looking forward welcoming you on our booth!
www.lbeach

Machine Tool Builders Inc. - Booth 3215

Industry-leading Machinery Solutions Provider

Originally established in 1905 as a service organization, MTB has since evolved into a world class machinery rebuilder, and designer/builder of custom equipment. Since our inception, MTB has been dedicated to providing top quality, highly reliable solutions to the machine tool industry. As a technology driven firm, the staff of MTB offers a wide array of experience in mechanical and electrical engineering, electronic controls, and software design. This knowledge is coupled with an eye for innovation and a genuine desire to provide the service you need, when you need it.

MTB's outline of offerings is not limited to these key areas: Machine Rebuilding/Remanufacturing (recontrolling, retrofits, Service & Repairs)

Hobbers, shapers, grinders, machining centers, thread milling, thread grinding, gear form grinding, gear cutting custom machines, cam milling & cam grinding, custom-built specialty and many other types of machines

Magnetic Inspection Laboratory - Booth 2125



MAGNETIC INSPECTION LABORATORY

Magnetic Inspection Laboratory (MIL) is an AS9100/NADCAP accredited processor specializing in NDT, Metal Finishing, Painting/Coat, Welding/Brazing and Shot Peening, primarily Aerospace, Defense and Medical Industries on the ASL of Boeing, Bell, Northrup, Lockheed Hamilton Sundstrand, Sikorsky, Collins and others. We specialize in complex parts new making and close tolerance finishing. We true one-stop processing provider. Please reach out to MIL on your next project to see what we do to support your critical processing needs.

MB Metal Technologies LLC - 2115

MB Metal Technologies, LLC offers Part & T Marking Products, featuring MarkinBOX and mark for labels Electric Pin Markers. Used for a variety of marking applications including ID. From plastics to hardened steel, and even

NEED MORE ROOM FOR YOUR MESSAGE? HAVE A LOT OF PRODUCTS? NO PROBLEM! BOOTH LISTINGS CAN BE UPGRADED WITH ADDITIONAL TEXT AND PHOTOS



Weldon Solutions - Booth 3115



Visit Weldon Solutions for the best in Grinding and Robotics
 Weldon Solutions provides CNC Cylindrical Grinders and Robotic Automation Systems to a broad range of gear manufacturers.



On-site installation and start-up allow for full turn-key responsibility.

All equipment is custom designed to maximize efficiency and factory tested to ensure that all project needs are met. Prompt, on-site, technical support allows equipment to perform efficiently throughout its life.

Wenzel America Ltd. - Booth 2214



WENZEL

WENZEL GT SERIES
 TOP CLASS GEAR MEASURING TECHNOLOGY



STANDARD BOOTH LISTINGS ARE INCLUDED FOR FREE TO ALL MPT EXPO EXHIBITORS. YOU GET YOUR LOGO, UP TO 100 WORDS AND ONE PHOTO (OPTIONAL).

Sponsored Content

The Show Guide will include feature articles and information about the latest technology being shown at MPT Expo. You can make sure your story is included by placing a sponsored content article. Each page of content allows for approximately 700 words of text and 1-2 photos (JPG or TIFF format/300 dpi).

- + First page—\$1,350
- + Each additional page—\$350

Kapp Niles
Booth #3303

Increasing Energy Efficiency through Improved Gear Surfaces in e-Mobility
By Patrick Duha and José López

The electric motors used in e-mobility have a significantly higher efficiency compared to conventional combustion engines: up to 90 percent of the energy stored in the battery is transformed into kinetic energy by the highly efficient electric motors by means of a transmission. When burning fossil fuels, the yield of so to 40 percent is only about half. Nevertheless, efforts are underway to further increase the energy efficiency of electric cars, especially regarding the drivetrain ranges. A key element is also the surface texture of the gear flanks in the transmission used.

The process which determines the quality is the hard finishing of gears through grinding and subsequent superfinishing at the end of the gear processing chain, there are constantly increasing demands on service life, smooth running, power transmission and efficient use of the introduced energy.

Since there is no official definition for the terms of fine grinding and polishing, Kapp Niles has created a definition that relates to the achievable surface quality during generating grinding (table 1).

Method of generating grinding	Achievable surface quality
Conventional generating grinding	Ra-type Ra 1.6 - Ra 0.8
Fine grinding	Ra 0.4 - Ra 0.2

The average roughness depth R_a and the average roughness height R_z were used as comparative values. However, it is understood that from certain surface qualities onwards, other values such as material stress are better for characterizing the surface than R_a and R_z .

In order to meet the increasing surface requirements, various levels are also used in the different processes, as described below.

Conventional generating grinding
In standard generating grinding, a vitrified bonded corundum grinding wheel is used.

Fine grinding
In the multi-stage combined machining process of superfinishing, a different grinding wheel specification is used for rough grinding (conventional generating grinding) than in the actual fine grinding. Both specifications include a vitrified bonding but may have different types of corundum and/or grain sizes.

Polish grinding
In the multi-stage combined machining process of polishing, a grinding wheel with vitrified bonding is used for rough grinding (conventional generating grinding) and a grinding wheel with a polyurethane or synthetic resin bonding for polishing.

Fine grinding
In a one-step machining process of polishing (not in combination with direct rough grinding), a one-piece tool with polyurethane or synthetic resin bonding is used.

dressing influences the surface quality of the gear wheel, even if the grinding wheel consists of only a single specification.

In the following images, profiles and flank line measurements are each shown before and after the grinding. It is already apparent in the profile measurement, log of the gearing measurement.

Figure 1: Profile measurement after polishing.

Figure 2: Flank line measurement after polishing.

Figure 3: Flank line measurement after polishing.

Figure 4: Flank line measurement after polishing.

Figure 5: Flank line measurement after polishing.

Figure 6: Flank line measurement after polishing.

Figure 7: Flank line measurement after polishing.

Figure 8: Flank line measurement after polishing.

Figure 9: Flank line measurement after polishing.

Figure 10: Flank line measurement after polishing.

Figure 11: Flank line measurement after polishing.

Figure 12: Flank line measurement after polishing.

Figure 13: Flank line measurement after polishing.

Figure 14: Flank line measurement after polishing.

Figure 15: Flank line measurement after polishing.

Figure 16: Flank line measurement after polishing.

Figure 17: Flank line measurement after polishing.

Figure 18: Flank line measurement after polishing.

Figure 19: Flank line measurement after polishing.

Figure 20: Flank line measurement after polishing.

Figure 21: Flank line measurement after polishing.

Figure 22: Flank line measurement after polishing.

Figure 23: Flank line measurement after polishing.

Figure 24: Flank line measurement after polishing.

Figure 25: Flank line measurement after polishing.

Figure 26: Flank line measurement after polishing.

Figure 27: Flank line measurement after polishing.

Figure 28: Flank line measurement after polishing.

Figure 29: Flank line measurement after polishing.

Figure 30: Flank line measurement after polishing.

Figure 31: Flank line measurement after polishing.

Figure 32: Flank line measurement after polishing.

Figure 33: Flank line measurement after polishing.

Figure 34: Flank line measurement after polishing.

Figure 35: Flank line measurement after polishing.

Figure 36: Flank line measurement after polishing.

Figure 37: Flank line measurement after polishing.

Figure 38: Flank line measurement after polishing.

Figure 39: Flank line measurement after polishing.

Figure 40: Flank line measurement after polishing.

Figure 41: Flank line measurement after polishing.

Figure 42: Flank line measurement after polishing.

Figure 43: Flank line measurement after polishing.

Figure 44: Flank line measurement after polishing.

Figure 45: Flank line measurement after polishing.

Figure 46: Flank line measurement after polishing.

Figure 47: Flank line measurement after polishing.

Figure 48: Flank line measurement after polishing.

Figure 49: Flank line measurement after polishing.

Figure 50: Flank line measurement after polishing.

Figure 51: Flank line measurement after polishing.

Figure 52: Flank line measurement after polishing.

Figure 53: Flank line measurement after polishing.

Figure 54: Flank line measurement after polishing.

Figure 55: Flank line measurement after polishing.

Figure 56: Flank line measurement after polishing.

Figure 57: Flank line measurement after polishing.

Figure 58: Flank line measurement after polishing.

Figure 59: Flank line measurement after polishing.

Figure 60: Flank line measurement after polishing.

Figure 61: Flank line measurement after polishing.

Figure 62: Flank line measurement after polishing.

Figure 63: Flank line measurement after polishing.

Figure 64: Flank line measurement after polishing.

Figure 65: Flank line measurement after polishing.

Figure 66: Flank line measurement after polishing.

Figure 67: Flank line measurement after polishing.

Figure 68: Flank line measurement after polishing.

Figure 69: Flank line measurement after polishing.

Figure 70: Flank line measurement after polishing.

Figure 71: Flank line measurement after polishing.

Figure 72: Flank line measurement after polishing.

Figure 73: Flank line measurement after polishing.

Figure 74: Flank line measurement after polishing.

Figure 75: Flank line measurement after polishing.

Figure 76: Flank line measurement after polishing.

Figure 77: Flank line measurement after polishing.

Figure 78: Flank line measurement after polishing.

Figure 79: Flank line measurement after polishing.

Figure 80: Flank line measurement after polishing.

Figure 81: Flank line measurement after polishing.

Figure 82: Flank line measurement after polishing.

Figure 83: Flank line measurement after polishing.

Figure 84: Flank line measurement after polishing.

Figure 85: Flank line measurement after polishing.

Figure 86: Flank line measurement after polishing.

Figure 87: Flank line measurement after polishing.

Figure 88: Flank line measurement after polishing.

Figure 89: Flank line measurement after polishing.

Figure 90: Flank line measurement after polishing.

Figure 91: Flank line measurement after polishing.

Figure 92: Flank line measurement after polishing.

Figure 93: Flank line measurement after polishing.

Figure 94: Flank line measurement after polishing.

Figure 95: Flank line measurement after polishing.

Figure 96: Flank line measurement after polishing.

Figure 97: Flank line measurement after polishing.

Figure 98: Flank line measurement after polishing.

Figure 99: Flank line measurement after polishing.

Figure 100: Flank line measurement after polishing.

AFC-Holcroft
Booth #1827

When it comes to the manufacturing of complex automotive components such as gears, controlling distortion is a difficult, but necessary consideration for reducing the post-heat treat grinding process as well as reducing material cost, because the less you grind the more you save in material and time.

There are opportunities using various heat-treating processes to help reduce distortion and thereby reduce overall grinding time, resulting in lower manufacturing costs and improvements in overall quality—but where are those opportunities? What is the best choice for your gear manufacturing operation?

At AFC-Holcroft, we believe that the use of molten salt during the quench portion of the heat-treating process, such as can be found in our USQA ("Universal Batch Quench—Autotemper") System, can be an effective, safe and environmentally friendly solution to help overcome the problem of part distortion resulting in the quench process.

Molten salts have been in use as a quenching medium for decades. Quenching in molten salt is an ideal way to minimize distortion in parts with challenging geometries while also allowing for processes that oil quenching cannot support, such as austempering, carbo austempering and ADI where the bainitic and austenitic microstructures achieved in various materials offer properties that are growing in demand, especially in the engineering drive for the lightweighting of automotive components. This is because of the wider operating temperature range that molten salt offers over oil.

Quenching in molten salt is considerably different from quenching in oil, water or polymer. With most liquid quenchants, heat extraction occurs throughout the three stages or phases of vapor, boiling and convection. Quenching in salt is a single-phase quenching process with no vapor phase and so the issues and problems associated with the vapor phase are avoided. Most of the heat extraction occurs by the process of conduction combined with convection, resulting in minimized distortion of the part while achieving a more uniform hardness.

Furthermore, quenching in molten salt offers other benefits such as the elimination of the fire and fumes associated with quenching in oil. With molten salt, parts can easily be cleaned in warm water without the need for detergents, oil skimmers and oil disposal procedures. Quenching in salt is a green process in that the salt can be reclaimed from the wash water and recycled back into the quench tank offering a huge savings in operational costs. Even the water after the salt reclamation process can be recycled back into the wash/rinse system.

Sound a little too good to be true? We've proven its effectiveness time and time again. AFC-Holcroft's USQA furnaces offer superior quench speed and uniformity. The unique quench tank and housing design, coupled with proprietary agitation and water addition techniques, allow the USQA to offer a wide range of quench severity levels that can be used on a part-by-part basis depending on the part's geometry, hardness requirements and need for distortion control.

Salt quench systems are playing a major role in a new generation of engines, transmission components and hybrid/EV technology. AFC-Holcroft has one of the largest install bases of salt quench systems, worldwide. Our proven designs have been adopted by major multi-national corporations across the globe, with greater acceptance than ever before. But don't just take our word for it—come visit us for at ASM Heat Treat 2021, Booth #1827, for more information.

MOTION+POWER TECHNOLOGY EXPO

The technology we have developed in the Kralatch device provides a rotary path for torque to flow in the positive drive direction that also incorporates a mechanism to fully lock the applied torque load through that same gearset. The technology and thus the mechanism, uses the geartrain that carries the driving torque load as the brake mechanism, thus its non-back-drivable load limit is the same as the power capacity of the geartrain.

heat, however, causes changes in the viscosity of the lubricant, which cause changes in the effective coefficient of friction in an uncontrolled manner. Further, most mid-grade lubricants exhibit a different coefficient of friction during sliding than they do when the clutch is locked. This varying coefficient of effective friction between the two regimes are typically labeled dynamic or sliding friction, and static friction.

Clutch chatter (i.e., chudder, shudder or shudder) is generally attributed to this very dynamic, almost stepwise, change in system response, especially as the rotational between the input and output come close to zero. Chatter can be very detrimental to either the load-holding and position control system and/or the load itself. Chatter is also very hard on internal components as it manifests itself large magnitude, high frequency vibration and the possibility of catastrophic failure and loss of load control.

The other common method to hold two rotating components together is the positive latch which does not rely on friction, but on a latch engaging one of the rotating components. If not done properly, the engagement places a great deal of shock loading on the latch and can cause it to break catastrophically or wear down the mating surface quickly. Latches have been used in many products; a simple latch and eyehook to hold a gate or door shut is an example. However, if there is any load on



the door (such wind) then it is difficult to get the latch to line-up with the eyehook.

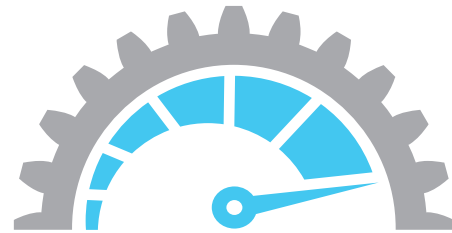
Neither of these two technologies provided the operational characteristics we are looking for. What we really need is to not separate the load-driving mechanism (in our example, the

geartrain) from the motion-control mechanism. The technology we have developed in the Kralatch device provides a rotary path for torque to flow in the positive drive direction that also incorporates a mechanism to fully lock the applied torque load through that same gearset. The technology and thus the mechanism, uses the geartrain that carries the driving torque load as the brake mechanism, thus its non-back-drivable load limit is the same as the power capacity of the geartrain.

It is based on the kinematic relationship of the driving geartrain to also lock the main power path gears, thus the two components attached to those gears, to move and lock without any friction interface to wear or change characteristic responses over time or without any latch component that can fall in staked loading. Input of motion comes from the driver of the system (i.e., a motor or other source rotational energy). This input causes an unstick, which in turn allows rotation based on the input rotational speed of the driver. As part of the design and packaging, these mechanisms can also include a ratchet as a function of common gear design considerations.

This aspect of the technology presents an interesting attribute of function that none of the other locking mechanisms have. In a friction-based device, the rate at which a load is slowed to a controlled stop is a function of the capacity of the friction interface, which means over time, changes in that interface cause the response characteristics of the friction device to change. Further, it is difficult to provide the user a consistent response or to integrate a control system that compensates for the time-varying response. The latching technology affords no control over slowing down the motion of the load; it can only hold the load once the system has caused it to stop moving (and the latching system is engaged).

In comparison, our patented technology uses the rotational speed of the drive motor as the control input to the load. This means as the drive motor slows, the Kralatch device slows the load in a controlled manner based on its ratio. When the drive



**INNOVATION
ACCELERATED**

Display Advertising

Don't forget to support your exhibit with additional promotional opportunities in *Gear Technology* and *Power Transmission Engineering*, both in print and online. Turn your MPT Expo Exhibit into a full-blown marketing campaign by adding:

- + Print ads in *Gear Technology* (August and Sept/Oct 2025 issues)
- + Print ads in *Power Transmission Engineering* (October 2025 issue)
- + Digital ads in the *GT* or *PTE* e-mail newsletter
- + Custom e-blasts
- + See 2025 Media Kit for details

Ask **Katie Mulqueen** to help you put together a show package to maximize discounts and make the most of your marketing dollars! Contact mulqueen@agma.org.



RATE	ADVERTISEMENT	SIZE	
\$3,600	Front Cover Corner Display Ad	3¼" × 3¼" triangle (+1⁄8" bleed) 82.5 × 82.5 mm	
\$3,600	Belly Band (wrap)	8" × 5" (front) 8" × 5" (back)	
\$3,200	2-page Spread (Bleed)	16" × 10¾" (+1⁄8" bleed) 406 × 273 mm	
\$2,600	Premium Positions (inside front cover, inside back cover, outside back cover, Page 3, Page 5)	8" × 10¾" (+1⁄8" bleed) 203 × 273 mm	
\$2,250	Full Page (Bleed)	8" × 10¾" (+1⁄8" bleed) 203 × 273 mm	
\$1,500	Half-Page Island	4¾" × 7¼" 120.5 × 184 mm	
\$1,350	Half-Page Horizontal	7¼" × 4¾" 184 × 120.5 mm	
\$1,350	Half-Page Vertical	3½" × 9¾" 89 × 247.5 mm	
\$950	One-Third Square	4¾" × 4¾" 120.5 × 120.5 mm	
\$950	One-Third Vertical	2¼" × 9¾" 57 × 247.5 mm	
\$800	Quarter Page	3½" × 4¾" 89 × 120.5 mm	
\$650	One-Sixth Page	2¼" × 4¾" 57 × 120.5 mm	



MOTION+POWER TECHNOLOGY EXPO®



2025 MOTION+POWER TECHNOLOGY EXPO SHOW GUIDE ORDER FORM

(Deadline: September 5, 2025 for all orders AND materials)

Sold To: _____ Date: _____

Name: _____

Company: _____

Billing Address: _____

City, State: _____ Zip/Postal Code: _____

Country: _____ Phone Number: _____

E-mail: _____

Please publish the following:

Booth Listings (all listings include logo):

- ____ FREE! Up to 100 words and 1 photo
- ____ \$599. Up to 400 words and two photos
- ____ \$999. Up to 800 words and three photos
- ____ \$1,399. Up to 1,500 words and five photos

Sponsored Content:

- ____ \$1,350. One page-article (700 words and 1–2 photos)
- ____ \$1,700. Two-page article
(1,400 words and 3–4 photos)
- ____ \$2,050. Three-page article
(2,100 words and 5–6 photos)
- ____ \$2,400. Four-page article
(2,800 words and 7–8 photos)
- ____ I'd like to submit a longer article (we'll provide you
with a quote after reviewing your materials)

Premium Position Display Advertising:

Premium Positions

- ____ \$3,600. Front cover corner ad with standard full
page
- ____ \$3,600. Belly band wrap
- ____ \$3,200. Center 2-page Spread
- ____ \$2,600. Cover/Premium Position ad (Cover 2, 3 & 4,
page 3 & 5)

Regular Display Advertising

- ____ \$2,250. Full page
- ____ \$1,500. Half page island
- ____ \$1,350. Half page horizontal/vertical
- ____ \$950. One-third page square/vertical
- ____ \$800. One-quarter page
- ____ \$650. One-sixth page vertical

Advertiser (Agency/Obligor) [Please sign here:](#)

Company: _____ Name/Title: _____

Signature: _____ Date: _____

This agreement is binding after final acceptance by AGMA Media and subject to the terms and conditions as noted at www.gearchnology.com/terms.pdf

For more information contact:

Katie Mulqueen, Manager, Member Engagement and Sales, mulqueen@agma.org, 703-838-0066