VDMA

ADVANCING EUROPE'S MACHINERY INDUSTRY

POWER TRANSMISSION ENGINEERING

# Activity Report 2021 – 2025

## General Assembly 25–26 September 2025 in Augsburg/Germany

Source: VDMA

# The Power Transmission Engineering Network

Member Companies

## 223

Of these, 24 are from other European countries, underscoring the industry's broad foundation and international network.

Employees

## 90,700

A major employer with strong technical expertise in development, production, and service.

Production

## € 17 billion

A high-performing economic sector within mechanical engineering.

Export

## 80 %

German and European drive technology enjoys strong global demand.

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# Strong Together, Strong in Technology – A Retrospective with a Foresight

**An interview with Bernd Neugart, Managing Director of Neugart GmbH and Chairman of the VDMA Power Transmission Engineering Association, conducted by Hartmut Rauen, Managing Director of the Power Transmission Engineering Association and VDMA Deputy Executive Director.**

**Mr. Neugart, the years 2021 to 2025 were far from ordinary for the industry. How do you look back on your term of office?**
**Bernd Neugart:** The past years have been characterized by profound upheavals – economically, politically, and technologically. Geopolitical tensions have placed significant demands on our industry. At the same time, we have witnessed remarkable resilience. Many companies have reorganized, embraced digitalisation, and diversified their supply chains.

**Which developments have particularly shaped the industry during this period?**
**Bernd Neugart:** The industry and its locations face substantial cost pressure. A combination of disrupted supply chains, a wave of new regulations, high labor, energy, and material costs, skilled labor shortage, as well as immense transformation pressure from new technologies have been a huge challenge. At the same time, the ongoing demand for energy-efficient drive solutions and productivity improvements provides a solid foundation for our business.

**Were there any positive surprises?**
**Bernd Neugart:** Yes, definitely. The speed with which digital applications have been adopted in drive technology has been impressive. The VDMA community has contributed significantly, from driving Industrie 4.0 and the Umati Initiative – establishing a universal production language via OPC UA technology – to the Manufacturing-X data space.
The community is highly dynamic. The VDMA Startup Initiative also deserves mentioning. Moreover, our Research Association for Drive Technology (FVA e.V.) continues to play a key role. The high level of innovation among our members, even under challenging circumstances, has been truly inspiring to me.

**Which technological trends have particularly influenced drive technology over the past four years?**
**Bernd Neugart:** As drive engineers, we are constantly pushing productivity on the shop floor. There has also been significant progress on the product side. Electrification, the integration of sensors, and the use of AI for condition monitoring have fundamentally transformed the industry. Predictive maintenance has now become standard practice, and digitalisation is an integral part of every new development.

**And what about sustainability?**
**Bernd Neugart:** Sustainability has become a key development objective today. Energy efficiency, recyclability, and carbon footprints are decisive criteria in product design. Our industry is a driving force behind climate-neutral production – carrying both significant responsibility and substantial opportunity. The association has been instrumental in advancing numerous VDMA guidelines, driven by the knowledge and commitment of our members.

**In your view, what have been the most important achievements of the Power Transmission Engineering Association during this period?**
**Bernd Neugart:** As a supplier industry, we actively participate in almost all VDMA initiatives and have played a key role in defining the future of mechanical engineering – notably through the OPC UA Companion Specification for powertrains, which guarantees interoperability and future-readiness. Through our publications, events, and platforms, we have actively facilitated exchange and strengthened the visibility of the industry.


**Which activities in terms of political advocacy for mechanical engineering should also be highlighted?**
**Bernd Neugart:** The VDMA has been a strong advocate at both federal and EU levels – promoting technology-neutral funding policies, securing tax incentives for research, and pushing back against excessive regulation. According to the IMPULS Foundation, bureaucratic costs consume six percent of total expenses in the industrial mid-market – an unsustainable drain on resources. Regulation is colliding with limited staffing capacity, turning innovators into bureaucrats.
This is where the VDMA regulatory cockpit makes a real difference. While its breadth of topics is extensive, it provides members with an exclusive and truly valuable service.
Equally crucial is the expertise and commitment of our member companies in standardisation. Without their active contribution, our achievements would not have been possible – in the power transmission engineering association, we are currently driving 84 international projects.

**Have you also taken advantage of the R&D tax credit?**
**Bernd Neugart:** Absolutely – the VDMA strongly promoted the scheme and actively supported companies in putting it into practice. It is a straightforward, low-bureaucracy instrument that avoids typical political steering and instead empowers entrepreneurial initiative.

**What is the association doing to address the shortage of skilled workers?**
**Bernd Neugart:** We support young talent through the career fair TechTalents, targeted studies, and the Mechanical Engineering Youth Foundation. Our goal is to inspire young people – especially women – to pursue careers in technology. In power transmission engineering association, we are also fortunate to have the FVA –Research Association for Drive Technology, through which hundreds of young researchers are trained at the highest international level in university and Fraunhofer projects.

> The viability and competitiveness of our industrial site is something I am dedicated to. Our joint work within the VDMA drives this forward.

**How do you see the future of drive technology?**
**Bernd Neugart:** Drive technology is becoming smarter, more connected, and more sustainable. Integrated system solutions — from energy management to control — are gaining increasing importance. In the context of tariff disputes and competition from China, it is more crucial than ever to set the right course now and to strengthen Europe as a leading hub for industry and innovation.

**What role does the association play in this?**
**Bernd Neugart:** We see the association as a driving force for initiatives, a networker, and a strong advocate for our members' interests. To me, effective association work means providing guidance, delivering practical solutions, and actively strengthening the competitiveness of our members.

**Mr. Neugart, thank you very much for the interview.**

# Three Priorities, One Goal: Sustainable Drive Technology

**The world is undergoing profound technological, social, and geopolitical transformation. In such a complex landscape, it is clear: future readiness demands proactive leadership – guided by foresight and adaptability.**

The focus topics demonstrate how drive technology actively assumes responsibility and shapes innovation.

## Drive4Green – Sustainability

Climate change, EU requirements, and industrial transformation are increasingly challenging mechanical engineering and tying up valuable resources. VDMA supports its member companies to cope efficiently with these challenges future oriented. The objective is to reduce internal efforts, identify regulatory risks at an early stage, and safeguard room for action.

A key instrument is the VDMA Regulatory Cockpit. It provides a quick, structured overview of the EU requirements and regulations relevant to mechanical engineering. At the same time, it assesses the impact on individual sectors, thus creating a solid basis for executive decision-making.

For drive technology, Drive4Green provides a central, collaborative platform that services as an information hub (for example on CSRD, CBAM, NZIA) and enables access to the latest developments, surveys, and sector-specific position papers in the field of sustainability.

Source: Flender International GmbH

In addition, it creates a structured space for active participation. Feedback from the community is systematically incorporated and consolidated to support informed opinion-forming (for example on the topic of PFAS).

## Working Group Product Category Rules (PCR) – Gearboxes

Customer demands for information on the product-related carbon footprint have steadily increased across the entire value chain, with the goal of measuring and reducing environmental impact. The ISO basic standards and the Greenhouse Gas Protocol form the basis of the calculation methodology. However, it is only through product-specific, standardised calculation algorithms – so-called Product Category Rules (PCR) – that transparent and comparable statements can be made.

The "PCR – Gearboxes" working group develops these algorithms to assess the environmental impact of gearboxes, once the scope of application and system boundaries for the planned rules have been defined. Active expert involvement in developing the PCR, combined with industry know-how, is crucial to ensure a comprehensive and accurate assessment.

## OPC UA Companion Specifications for the powertrain

OPC UA (Open Platform Communications Unified Architecture) provides the basis for secure, platform-independent data exchange across manufacturer and system boundaries. This makes the technology a key component of the digital transformation of industrial processes, serving as the "production language."

The VDMA is expanding the underlying metamodel (grammar) in a domain-specific manner with standardized companion specifications (vocabulary) in order to connect machines and systems efficiently and interoperable according to the "plug & produce" principle. For companies, this means reduced integration effort, greater flexibility, and a future-proof basis for data-driven business models.

In the field of drive technology, the Industrie 4.0/OPC UA Drive Technology working group is actively engaged as a joint initiative of the VDMA Power Transmission Engineering Association and the OPC Foundation. Practical OPC UA Companion Specifications for the powertrain are being developed, oriented towards specific use cases for vertical communication. Drive technology manufacturers are thus laying the foundation for user-oriented and interoperable services in production.

In 2024, the first OPC UA Companion Specification, OPC 40400-1, was published, focusing on Asset Management. Since 2025, work on a second specification has been underway, aimed at delivering operational powertrain data to support applications in diagnostics, maintenance, and monitoring.

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# Networks and Committees

**Strong networks and committees are driving technology worldwide. They foster the exchange of expertise and collaborative solutions, fuelling economic advancement.**

## Board of the Association

The Board of the Power Transmission Engineering Association is composed of a chairperson, a deputy, and additional members. At the next General Assembly in September 2025, the board will be re-elected for a four-year term, as scheduled. The board is responsible for setting the strategic direction of the association.

## Expert Networks

The association's economic and technical expert networks provide a wide range of opportunities for collaboration and sharing knowledge. Examples include the Economic Committee and specialized working groups.

## Future Business

The VDMA Competence Center Future Business examines emerging issues in mechanical engineering, including drive technology. With the motto "thinking ahead and shaping the future", the organisation's trend radar and scenario studies help members to identify key trends and potential disruptions at an early stage.

The Corporate Foresight Expert Group shares best practices in futurology and innovation management. The VDMA Startup Machine connects its members with cutting-edge start-ups, helping them to identify new trends at an early stage.

## European Representation

At the European level, EUROTRANS is the sector committee that represents the economic and technical interests of the drive technology industry. Its General Secretariat is located at the VDMA Power Transmission Engineering Association.
The European roller bearing industry is represented by FEBMA (Federation of European Bearing Manufacturers' Associations), whose General Secretariat is also located at the VDMA. FEBMA is also a founding member of the World Bearing Association (WBA).

## Global Network

Management meetings in China and India foster local contacts and are organized by the VDMA representative offices in each corresponding country.

Source: VDMA

# European Focus

**Representing 223 companies, the Power Transmission Engineering Association unites leading manufacturers of drive elements, gearboxes, linear technology, and electric drives.**

Drive technology is one of the largest supplier industries within the mechanical engineering sector. Its key customer groups include construction, conveyor and agricultural technology, robotics, packaging, and machine tools.

**The Association's Core Tasks Include:**

- Providing exclusive market intelligence for drive technology
- Delivering early insights into trends and standardisation
- Offering access to research results
- International visibility through trade fairs and public relations
- Strengthening European and global networking
- Contributing to the VDMA's economic policy advocacy

## Focus Topics 2021–2025

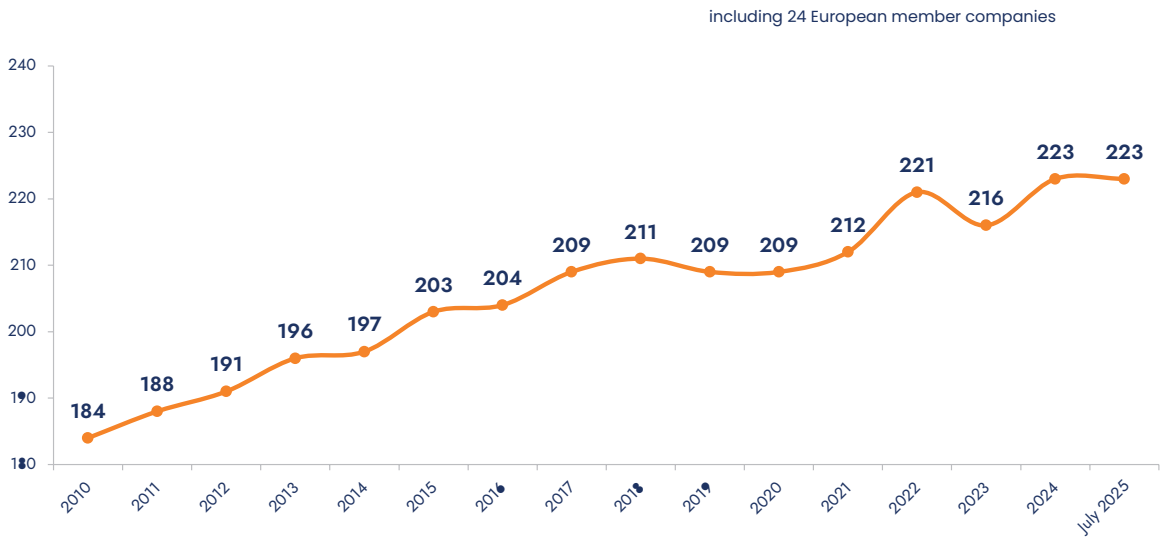
During the reporting period, the drive technology sector successfully overcame several significant challenges. Technological progress, standardization and sustainability have had a profound impact on the industry. The following overview highlights the most significant developments.

**Market Growth and Sales Development**

In recent years, drive technology has recorded moderate growth. Despite volatile markets, sales have remained stable, highlighting the sector's resilience. Of particular significance is the strong increase in demand for energy-efficient drive systems, spurred by rising energy costs.

Membership Development in VDMA Power Transmission Engineering

Number of members at the end of each year and in July 2025




Source: VDMA

**Technological Innovations**
The integration of Industrie 4.0 technologies has significantly boosted efficiency and productivity. Intelligent drive systems supported by the Internet of Things (IoT) and Artificial Intelligence (AI) are becoming increasingly important.

**Investments and Market Trends**
Companies have stepped up their investments in research and development, with the research allowance promoted by the VDMA proving especially beneficial - mechanical engineering remains its primary beneficiary. Additionally, the research activities of the the Research Association for Drive Technology (FVA e.V.), provide an unparalleled global foundation for innovation.
A key trend is the strong growth in demand for electric drives and high-efficiency system solutions.

**Market Dynamics and Areas of Action**
Global trade conflicts, particularly U.S. customs policies, have created uncertainty, affecting order intake. Rising raw material prices and ongoing supply chain issues have further put pressure on companies' cost structures. Intensified market monitoring is needed to prevent unfair imports, and the framework conditions for domestic locations require significant improvement.

**Future Prospects**
Although assessments vary by region, the outlook for drive technology companies remains positive. Demand for intelligent drive systems continues to grow, fuelled by digitalisation and a focus on sustainability. The defence industry is providing additional momentum.

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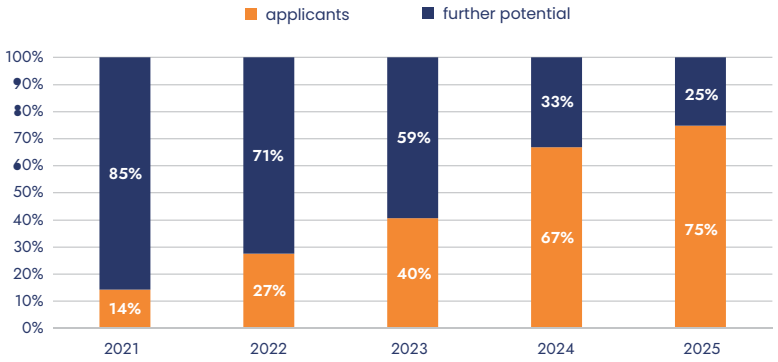
## Tax incentives for research continue to gain momentum in mechanical engineering

Machinery and equipment companies that have submitted an application to the certification body Research allowance
2021 to 2024 December values, 2025 August




**August 2025**
Over 2,600 applicants

- → Already the number one funding instrument in mechanical engineering
- → Exploiting the potential: declining with decreasing company size
- → Maximum funding volume in mechanical engineering at just under €1.3 billion/year (ZEW)

Potential: Companies that have incurred eligible R&D expenditure of at least €40,000 per year in the years 2020-2022 and have continuousöy engaged in R&D activities

Source: BMBF, BSFZ, ZEW

# Economic Development

**The association connects decision-makers, provides market data and analysis, and assists companies in identifying industry trends and developing effective strategies.**

## Economic Committee

The VDMA Economic Committee of the Power Transmission Engineering Association is the central forum for all economic, business and market-related matters. Industry executives and sales managers meet regularly to evaluate developments and discuss current issues. These meetings provide a valuable opportunity for idea exchange and networking.

## Market Data and Industry Significance

With a production volume of around €42 billion, the German drive technology sector is a key pillar of the global mechanical engineering industry.
According to surveys, around €17 billion can be attributed to mechanical drive technology, approximately €7 billion to electrical drive technology and around €18 billion to components for the automotive industry.

The industry is highly export-oriented, with over 80% of production being shipped abroad, primarily to China, the United States and Europe. Between 2021 and 2024, exports grew by 7%, while imports increased by 4%.

With 90.700 employees, drive technology makes a significant contribution to industrial value creation in Germany and around the world.

## Market Analysis and Digital Tools

In collaboration with member companies and the economics and statistics department, regular evaluations and analyses are compiled. Monthly order intake and turnover statistics offer valuable insights into market trends and customer behaviour, enabling informed business decisions.

| Power Transmission Engineering | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|
| Industry Production (in € million) (excluding electric drives and automotive components) | 17,059 | 17,905 | 18,667 | 17,187 |
| Employees (in ‘000) | 90.3 | 91.7 | 92.3 | 90.7 |
| Exports (in € million) | 16,290 | 17,310 | 17,949 | 17,378 |
| Imports (in € million) | 8,820 | 10,245 | 10,205 | 9,233 |
| Number of members in the association | 212 | 221 | 216 | 223 |
| Of which European members | | | | 24 |

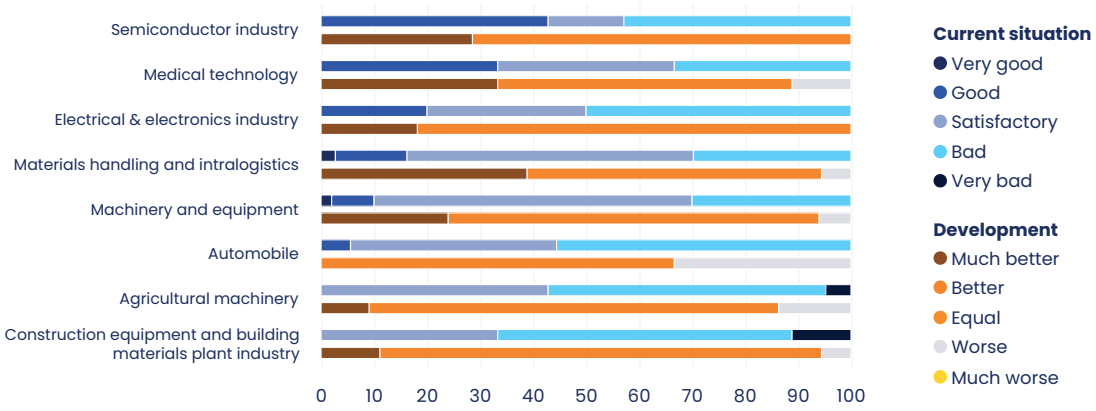
Source: Federal Statistical Office/VDMA, August 2025

## Business situation and outlook by customer sector at the time of reporting

VDMA economic survey: Power Transmission Engineering Association

| Key Figure | Value Category | Quarter |
|---|---|---|
| Current situation, Development | Percent | Q2, 2025 |

| Product Segment | Customer Sector |
|---|---|
| Power Transmission Engineering | Agricultural machinery, Automobile, Construction equipment and building materials plant industry, Electrical & electronics industry, Machinery and equipment, Materials handling and intralogistics, Medical technology, Semiconductor industry |




Source: VDMA

## VDMA Market and Economic Portal

The new VDMA marketview portal complements its services by providing user-friendly tools that make data analysis and benchmarking more accessible and practical.

The portal also provides benchmarks, and the business advisory department and the VDMA statistics database offer exclusive insights into drive technology and the mechanical engineering sector as a whole.

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# Standardisation and Technical Representation of Interests

**Standards enable a globally uniform understanding of products and services, increase general acceptance among business partners and authorities, and promote global market access for an export-oriented industry.**

The content of standards can be shaped and influenced through active participation in standardisation committees, and your own corporate strategy can be aligned with them at an early stage. We support our members in the field of drive technology standardisation both nationally (DIN) and internationally (ISO) by managing the secretariats of strategically relevant committees and working groups.

Between 2021 and 2025, **2.059 participants** took part in **188 meetings** in 15 DIN and 16 ISO committees to keep the 148 DIN and 84 ISO standards for mechanical drive technology up to date and to take technical developments into account.

A key event in the international standardisation calendar was the ISO/TC 60 plenary meeting in February 2025, hosted by the Power Transmission Engineering Association in Frankfurt am Main/Germany.

We also maintain contact with electrotechnical standardisation through ZVEI (German Electrical and Electronic Manufacturers' Association) and DKE (German Commission for Electrotechnology, Electronics and Information Technology).

## Working Group Electrical Drive Technology

The Electrical Drive Technology Working Group is the central platform for exchange between users and manufacturers of electrical drive systems. The Working Group meets twice a year and addresses current topics in engineering, technology, economics, and regulation. In addition, topic-specific ad-hoc meetings are held. The aim is to actively promote knowledge transfer among participants.

With **8 meetings** and **209 participants** in the years between 2021 and 2025, the working group made an important contribution to the continuous exchange and networking within the electrical drive technology industry.

## Working Group Industrie 4.0/OPC UA Drive Technology

The working group was founded in 2018 to address a key challenge of Industrie 4.0: standardised data and information exchange between components, machines, and services.

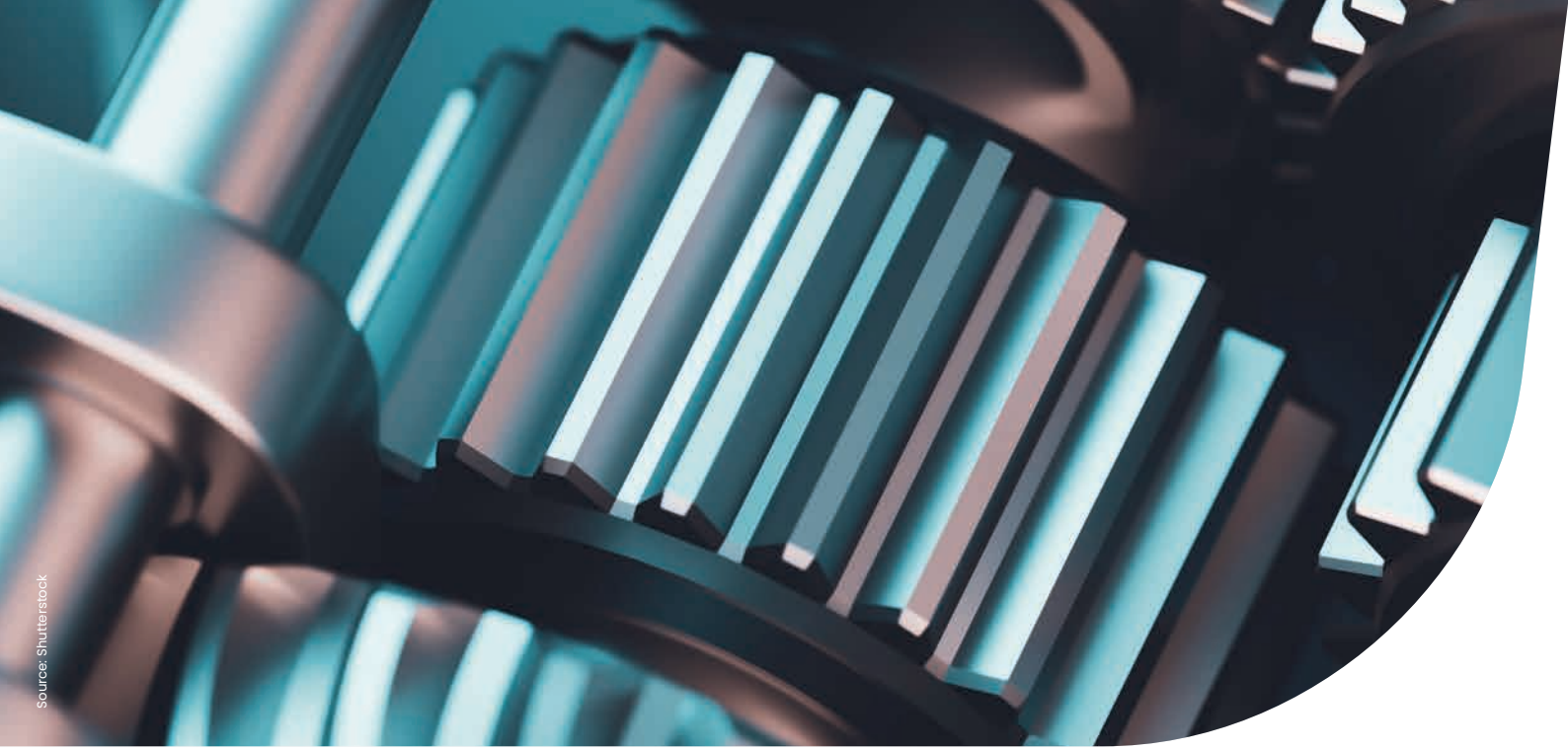
To achieve this, the working group is developing interface standards (OPC UA Companion Specifications) for the powertrain in an international committee. Between 2021 and 2025, the working group organized **86 meetings** and **four workshops**, in which a total of **603 participants** actively took part.

## Working Group Linear Technology

The working group brings together the expertise of managing directors and sales managers from over 30 leading manufacturers. The aim is to raise the visibility of linear technology as a growing segment of automation technology.

The focus is on compiling product-related statistics, exchanging information with key customer groups, and maintaining an ongoing dialogue between industry and academia.

The network's 25th anniversary in 2021 was an important milestone. From 2021 to 2025, **8 meetings** were held with a total of around **190 participants**.



Source: Shutterstock

## Working Group Drive Technology in Wind Turbines

The working group on drive technology in wind turbines focuses on gearboxes, with an emphasis on standardisation, technology, research and public relations.

The results of the working groups on plain bearings in wind turbine gearboxes and the reliability of gearboxes in wind turbines were successfully introduced to the revision of the international standard IEC 61400-4 by the DIN working committee. A new edition was published in April 2025.

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# Joint Research at the FVA e.V.

**Innovation continues to be the basis of our global competitiveness. The VDMA Association for Power Transmission Engineering collaborates closely with the Research Association for Drive Technology (FVA e.V.), enabling access to the leading innovation network across industry and academia.**

## Research and Development

- Pre-competitive joint research in 2024 saw **195 ongoing projects, 62 completed projects**, and **73 new project launches**, demonstrating the dynamism of our programme. Additionally, 76 new ideas were submitted, which is a reliable indicator of the future pipeline.

- FVA Technology Trend Radar 2025+: The third edition brings together 51 trends from every area of drive technology. A new feature is the comparison between AI-generated profiles and traditional expert research ('human versus machine'), providing a quick guide for making strategic technology decisions.

## Digital Knowledge Transfer

- THEMIS AI has been available as a productive SSO system since April 2025. Over 550 users utilise the GPT-4-based chatbot to conduct targeted research across more than 1,700 final reports.

- REXS Standard and mechanicus.app: Open exchange formats and streamlined web tools facilitate the transfer of research results into industrial practice without any media discontinuity.

## Promoting Young Talents

Our research programme provides perfectly fitted training for future engineers working for our member companies. The majority of scientific staff working on FVA projects are subsequently recruited directly by these companies, which is a practical example of how talent from within the research community can be secured for the next generation.

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## Simulation Platform for Gearbox Development

The FVA-Workbench is simulation software for developing gearboxes and drive systems. It incorporates the latest research findings from the Research Association (FVA e.V.) for Drive Technology into industrial practice.

The platform has been continuously expanded over the last four years. This enables developers to benefit from scientifically sound support when calculating and optimising complex gearbox components.

Version 10.1 makes gearbox development more efficient, reliable and comparable than ever before.
- Fast model creation with an integrated 2D-modeller
- Variant comparison for reliable decision-making
- Damage prevention

**Simulation Hub**
The Simulation Hub provides the basis for automated, cross-functional gear calculations, which is a key step towards making simulation methods more accessible across the industry.

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# Data Ecosystems – With X Into the Data Room

These ecosystems are the key to greater competitiveness in mechanical and plant engineering. The VDMA successfully contributed to the establishment of the Manufacturing X initiative, and data spaces have since been created in various industries. The VDMA is involved in X projects including Factory-X, SCALE-MX, RoX, Wind-X and SM4RTENANCE, and is committed to ensuring smooth data exchange. OPC UA, the global language of production, is used to share standardised production information and enable interoperability, including with OPC UA Companion Specifications for the powertrain.

This offers small and medium-sized enterprises the opportunity to develop new data-based business models with additional services, as well as implement efficient AI applications. At HANNOVER MESSE 2025, an initial implementation of the MX-port-architecture was demonstrated. This allows companies to consolidate data on the product carbon footprint of their factories worldwide via the data space. The VDMA's 'X for Machinery' developed by the VDMA architecture provides easy access to the data space.

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Source: Shutterstock

# Global Presence and European Strength

**Drive technology has a global presence, with a strong export focus and high production capacity.**

Exchanging ideas with international partners and associations is still strategically necessary. Europe is at the centre of this, as it is the most important market, technological base and political arena. A well-connected Europe is essential for global success.

## EUROTRANS – European Platform

The European Committee of Associations of Manufacturers of Gears and Transmission Parts EUROTRANS connects European manufacturers of gear and drive components.

Practical training is one of its key focuses: modular training courses in gear technology cover manufacturing, quality assurance, and life cycle analyses, and are specifically aimed at engineers and young professionals.

EUROTRANS offers an internationally visible platform for technology transfer and networking at the International Motion & Drives Meeting at HANNOVER MESSE.

Current strategic topics include digitalisation, recruiting young talent and international competitiveness.

Over the past four years, around **20 meetings** have been held with more than **450 participants.**

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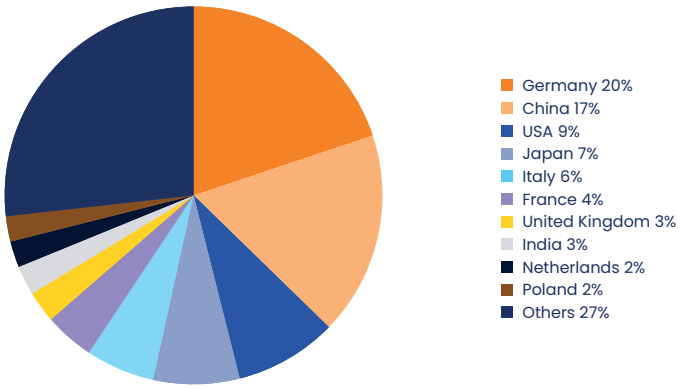
### Global VDMA Power Transmission Engineering Exports

Export Shares of the Most Important Supplier Countries 2024

Total 2024: 87.5 Billion Euro*




*Indonesia, Singapore, Vietnam estimated according to 2023 values - included in "Others".

Source: National statistical offices, VDMA

Source: Shutterstock

## FEBMA/WBA Represents the Bearing Industry in Europe and Worldwide

The FEBMA (Federation of European Bearing Manufacturers' Associations) unites the shared interests of the European bearing industry and engages in dialogue with European institutions. FEBMA is also the European voice within the WBA (World Bearing Association), which is the global industry alliance.

The main topics addressed by FEBMA are:

- Promoting fair competition
- Combating product piracy, for example in cooperation with the European Anti-Fraud Office (OLAF)
- Supporting European legislative initiatives

In addition to FEBMA, the American Bearing Manufacturers Association (ABMA) and the Japan Bearing Industrial Association (JBIA) are also members of the WBA. This platform serves as a forum for international exchange on cross-industry challenges.

Combating international product piracy was one of the WBA's priorities in the 2021–2025 reporting period.

The WBA CheckApp, is the key tool for this, enabling users to verify original products from various manufacturers.

The WBA CheckApp offers:

- direct contact with the respective manufacturer
- availability via app stores and WeChat
- instructional videos and photo guidelines for use

To support this work, the WBA regularly organises delegation trips to China, India, Thailand and Vietnam. During these trips, the WBA informs the relevant authorities about the risks of counterfeit products and presents the WBA CheckApp for origin verification.

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# Events that Connect – Shaping Stronger Networks

**In close collaboration with its partners, the association organises a wide range of conferences and industry events. These events provide valuable networking and knowledge-exchange opportunities in Germany and internationally.**

## International Events and Conferences

- Management meetings in China and India
- International Motion & Drives Summit (EUROTRANS)
- Bearing World – International Rolling Bearings Conference
- Conference for Wind Power Drives (CWD) & Drivetrain and Systems Engineering Conference (DSEC)
- Mobile Machines Symposium
- E-MOTIVE – International Conference for Electric Vehicle Drives and E-Mobility
- nextlub – International Conference for Tribology and Sustainable Lubrication

## Trade Fairs Worldwide

To support participation in trade fairs, the association organises joint stands for its members in Germany and abroad, as required.

**Joint stands for members in Germany:**

- HANNOVER MESSE, Hanover/Germany
- AGRITECHNICA Systems & Components, Hanover/Germany
- bauma, Munich/Germany
- LIGNA, Hanover/Germany

These are organised by VDMA Services GmbH, a VDMA subsidiary.

**German Pavilions abroad**

- Funding from the Federal Ministry for Economic Affairs and Energy
- Trade fair organisations in Europe and worldwide

**Forums and Showcases at Trade Fairs**

- Forums: Intelligent and sustainable power transmission engineering and fluid power
- Aachen Forum on Gear Production (AFGP)

## Press and Media Relations

We increase visibility and reach through targeted communication across various channels.

- Publication: Power Transmission Engineering – Your European Industry Network
- Newsletter
- Press events
- Social media

## Trade Fair and Marketing Working Group

The working group is responsible for organising trade fairs and monitoring marketing activities. It promotes the active exchange of experience between member companies and supports relevant trade fair institutions. Over the past four years, its focus has been on social media as an important tool for brand communication, the use of AI in marketing and sales, and the integration of sustainability into trade fair strategies.

## Platform my.vdma.eu

The OneVDMA platform offers members centralised access to VDMA services and promotes digital collaboration across the entire network.

Information from the Power Transmission Engineering Association is available at vdma.eu/power-transmission-engineering

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# Our Representatives on the Committees

**Board**
Chairman: Bernd Neugart, Neugart GmbH

**Economic Committee**
Chairman: Swen Herrmann, Neugart GmbH
Deputy Chairman: Guido Sandkötter, KTR Systems GmbH

**Working Group Linear Technology**
Chairman: Ulrich Gimpel, NTN Wälzlager (Deutschland) GmbH
Deputy Chairman: Rüdiger Knevels, Rollon GmbH

**Working Group Electric Drive Technology**
Chairman: Gregor Dietz, SEW-EURODRIVE GmbH & Co KG

**Working Group Trade Fairs/Marketing Power Transmission Engineering and Fluid Power**
Acting Head: Leonhard Kemnitzer, Baumüller Nürnberg GmbH

**Working Group Industrie 4.0/OPC UA Drive Technology**
Chairman: Dr. Oliver Barth, WITTENSTEIN cyber motor GmbH
Deputy Chairman: Matthias Müller, Mitsubishi Electric Europe B.V.

**EUROTRANS**
President: André Thuswaldner, NOVAGEAR AG
Vice President: Lorenzo Cattini, CATTINI e FIGLIO spa
Representative VDMA Power Transmission Engineering: Fabian Maurer, Ringspann GmbH

**FEBMA**
President: Sascha Zaps, Schaeffler Technologies AG & Co. KG
Vice President: Eric Malavasi, NTN Europe

As of 28 August 2025

# Thank you very much for your commitment – it is our success!

The achievements of our committees and working groups cannot be taken for granted – they are a key success factor for the entire industry. On behalf of the Power Transmission Engineering Board and the office, we would like to thank you for your time, expertise and continuous support.

Whether it's standardisation work, strategic issues or the trade fair environment, your involvement makes all the difference. Without your involvement, much of the progress we have made would not have been possible. We greatly appreciate your efforts and look forward to continuing to work with you. Together, we will continue to drive progress in the future.

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* The companies are also members of the Research Association for Drive Technology (FVA)

As of 28 August 2025

# Imprint

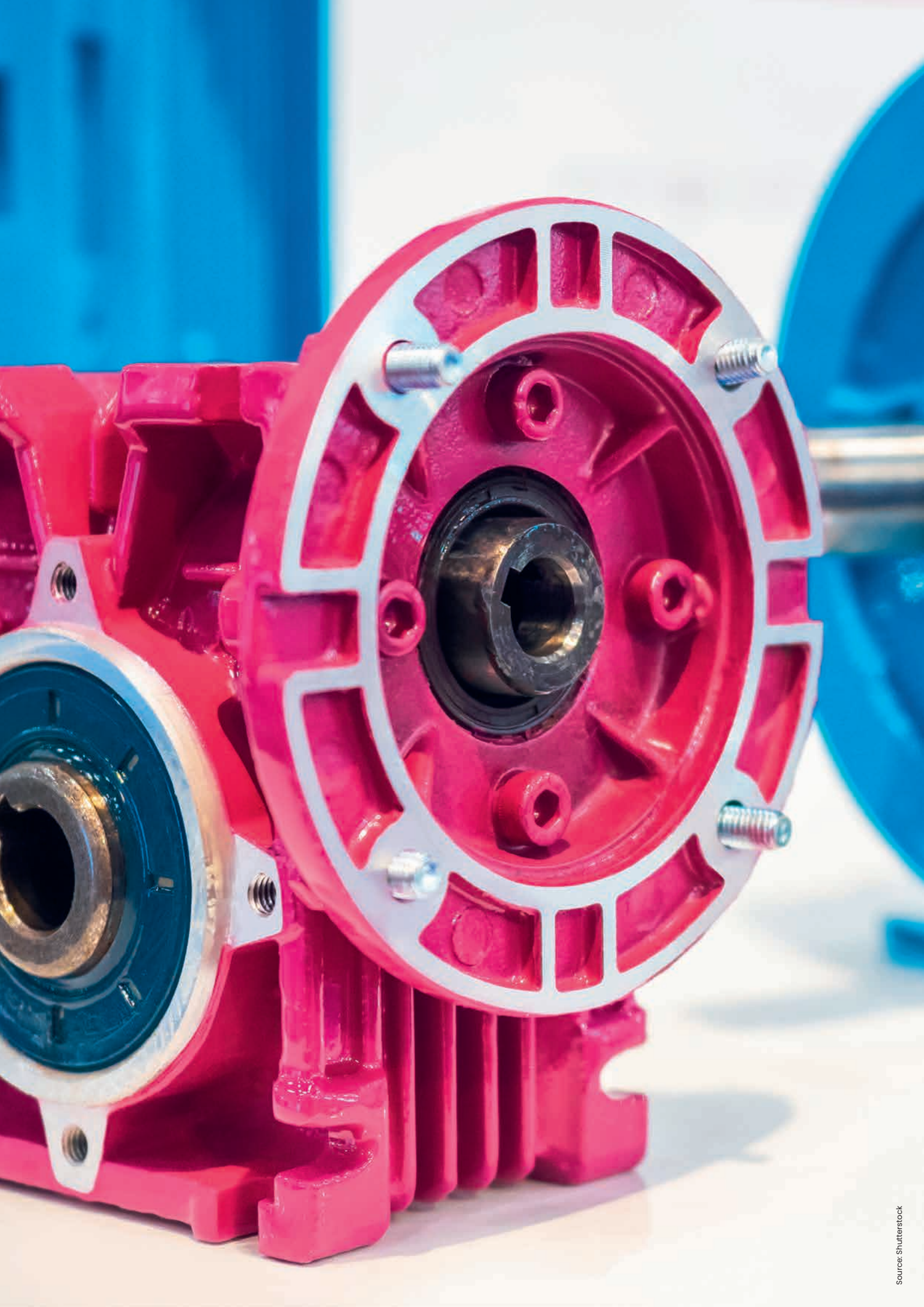
VDMA e.V.
Power Transmission Engineering
Lyoner Straße 18
60528 Frankfurt am Main
Germany

Project Management:
Solveig Adler

Editorial Office:
The articles were written by different authors
from various departments.

Layout and Design:
VDMA Design Studio

Publication Date: October 2025



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