

Global Non-Heat-Treated Steel for Automotive Market 2026 by Manufacturers, Regions, Type and Application, Forecast to 2032

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Abstracts

According to our (Global Info Research) latest study, the global Non-Heat-Treated Steel for Automotive market size was valued at US\$ 4704 million in 2025 and is forecast to a readjusted size of US\$ 5680 million by 2032 with a CAGR of 2.8% during review period.

In 2025, global Non-Heat-Treated Steel for Automotive production reached approximately 6.28 million tons, with an average global market price of around US\$728 per ton. Non-Heat-Treated Steel for Automotive refers to a type of steel specifically designed and utilized in the automotive industry without undergoing heat treatment processes. It offers certain characteristics such as moderate strength and good formability, which make it suitable for various automotive components where complex shapes need to be formed and where the demands for extremely high strength are not as critical. This type of steel can contribute to cost-effective manufacturing and efficient production of automotive parts, helping to meet the requirements of vehicle design, performance, and mass production while maintaining an appropriate balance between material properties and economic considerations.

Against the backdrop of the global automotive industry's pursuit of lightweighting, emission reduction, and cost optimization, non-heat-treated (NHT) steel has emerged as a core material for manufacturing critical components. By achieving superior mechanical properties without traditional quenching and tempering, it streamlines production. The current market exhibits accelerated technological iteration and expanding applications. Leading producers like Baowu Group and CITIC Special Steel have achieved stable supply of high-end varieties, such as high-sulfur and high-calcium aluminum-containing NHT steel, effectively meeting demand for specialized auto parts.

The development trend is shifting from conventional ferrite-pearlite microstructures toward bainitic types and higher strength grades to satisfy requirements for high fatigue strength and machining efficiency in components like crankshafts, connecting rods, and steering knuckles. Opportunities are primarily driven by stringent global emission regulations and the structural efficiency needs of electric vehicles. NHT steel enhances green competitiveness by shortening manufacturing cycles, reducing energy consumption, and eliminating heat treatment distortion.

However, barriers remain, including the rigorous requirement for precise chemical composition control and limitations in the cold-forming capability of complex parts. According to official disclosures from ThyssenKrupp and Nippon Steel, the industry is transitioning toward low-carbon production. Utilizing Electric Arc Furnaces (EAF) and high-purity scrap (e.g., TSR40) to produce automotive-grade special steel is becoming a strategic consensus. Moving forward, competition in the NHT steel market will focus on material solutions that balance low-carbon manufacturing with extreme fatigue life performance.

This report is a detailed and comprehensive analysis for global Non-Heat-Treated Steel for Automotive market. Both quantitative and qualitative analyses are presented by manufacturers, by region & country, by Type and by Application. As the market is constantly changing, this report explores the competition, supply and demand trends, as well as key factors that contribute to its changing demands across many markets. Company profiles and product examples of selected competitors, along with market share estimates of some of the selected leaders for the year 2025, are provided.

Key Features:

Global Non-Heat-Treated Steel for Automotive market size and forecasts, in consumption value (\$ Million), sales quantity (Kilotons), and average selling prices (US\$/Ton), 2021-2032

Global Non-Heat-Treated Steel for Automotive market size and forecasts by region and country, in consumption value (\$ Million), sales quantity (Kilotons), and average selling prices (US\$/Ton), 2021-2032

Global Non-Heat-Treated Steel for Automotive market size and forecasts, by Type and by Application, in consumption value (\$ Million), sales quantity (Kilotons), and average selling prices (US\$/Ton), 2021-2032

Global Non-Heat-Treated Steel for Automotive market shares of main players, shipments in revenue (\$ Million), sales quantity (Kilotons), and ASP (US\$/Ton), 2021-2026

The Primary Objectives in This Report Are:

To determine the size of the total market opportunity of global and key countries

To assess the growth potential for Non-Heat-Treated Steel for Automotive

To forecast future growth in each product and end-use market

To assess competitive factors affecting the marketplace

This report profiles key players in the global Non-Heat-Treated Steel for Automotive market based on the following parameters - company overview, sales quantity, revenue, price, gross margin, product portfolio, geographical presence, and key developments. Key companies covered as a part of this study include Nippon Steel, ThyssenKrupp, POSCO, Kobelco, DAIDO STEEL, Waelzholz, Mitsubishi Steel, NISCO, CITIC Pacific Special Steel, Jiangsu Yonggang Group, etc.

This report also provides key insights about market drivers, restraints, opportunities, new product launches or approvals.

Market Segmentation

Non-Heat-Treated Steel for Automotive market is split by Type and by Application. For the period 2021-2032, the growth among segments provides accurate calculations and forecasts for consumption value by Type, and by Application in terms of volume and value. This analysis can help you expand your business by targeting qualified niche markets.

Market segment by Type

Ferrite-pearlite Steel

Bainite Steel

Martensitic Steel

Market segment by Process

Hot Forging

Cold Working

Machining

Market segment by Shape

Bars

Wire

Others

Market segment by Application

Connecting Rod

Crankshaft

Camshaft

Steering Knuckle

Others

Major players covered

Nippon Steel

ThyssenKrupp

POSCO

Kobelco

DAIDO STEEL

Waelzholz

Mitsubishi Steel

NISCO

CITIC Pacific Special Steel

Jiangsu Yonggang Group

Shandong Iron and Steel Group

Zenith Steel Group

Market segment by region, regional analysis covers

North America (United States, Canada, and Mexico)

Europe (Germany, France, United Kingdom, Russia, Italy, and Rest of Europe)

Asia-Pacific (China, Japan, Korea, India, Southeast Asia, and Australia)

South America (Brazil, Argentina, Colombia, and Rest of South America)

Middle East & Africa (Saudi Arabia, UAE, Egypt, South Africa, and Rest of Middle East & Africa)

The content of the study subjects, includes a total of 15 chapters:

Chapter 1, to describe Non-Heat-Treated Steel for Automotive product scope, market

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overview, market estimation caveats and base year.

Chapter 2, to profile the top manufacturers of Non-Heat-Treated Steel for Automotive, with price, sales quantity, revenue, and global market share of Non-Heat-Treated Steel for Automotive from 2021 to 2026.

Chapter 3, the Non-Heat-Treated Steel for Automotive competitive situation, sales quantity, revenue, and global market share of top manufacturers are analyzed emphatically by landscape contrast.

Chapter 4, the Non-Heat-Treated Steel for Automotive breakdown data are shown at the regional level, to show the sales quantity, consumption value, and growth by regions, from 2021 to 2032.

Chapter 5 and 6, to segment the sales by Type and by Application, with sales market share and growth rate by Type, by Application, from 2021 to 2032.

Chapter 7, 8, 9, 10 and 11, to break the sales data at the country level, with sales quantity, consumption value, and market share for key countries in the world, from 2021 to 2026. and Non-Heat-Treated Steel for Automotive market forecast, by regions, by Type, and by Application, with sales and revenue, from 2027 to 2032.

Chapter 12, market dynamics, drivers, restraints, trends, and Porters Five Forces analysis.

Chapter 13, the key raw materials and key suppliers, and industry chain of Non-Heat-Treated Steel for Automotive.

Chapter 14 and 15, to describe Non-Heat-Treated Steel for Automotive sales channel, distributors, customers, research findings and conclusion.

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