

PE14-028

FORD

11/7/2014

APPENDIX G

Engineering Review

From: [REDACTED]
Sent: Saturday, July 26, 2014 9:10 PM
To: [REDACTED]

Subject: 2014 Fiesta Side Door Latching Discussion #2

Attendees/Invitees,

As an outcome of the meeting on Friday the 25th of July we are now planning to officially bring this in front of CCRG sometime in the coming week. Someone from CCRG will be sending out the meeting notice in the near future. I have sent a number of you individual emails as deliverable follow-ups based on the meeting outcomes. Deliverables include latch retrievals, housing retrievals post pre and post assembly, fresh eyes review of the Keykert assembly process, FEAs from both suppliers, dimensional data from both suppliers, mold data, etc. If anyone has any questions or concerns going forward please do not hesitate to contact me. If I don't have the answer you are looking for I can certainly direct you to the correct person/people.

Best Regards,

[REDACTED]
STA – Latches/Door Systems
[REDACTED]

From: [REDACTED]
Sent: Wednesday, September 10, 2014 6:01 PM
To: Verde, Hector; 'Mullins, Ernie'; 'Brown, Scott'; 'Uhrin, Michael'
Subject: 4 Cavity Tools

Guys,

Can you give me the date when the C1A lower housing 4 cavity tooling came on line?

Do not go where the path may lead, go instead where there is no path and leave a trail. -Ralph Waldo Emerson

Kosta Papanikolaou

Technical Specialist -Latching Body Hardware

Body Engineering

[REDACTED]

[REDACTED]

2014/07/18

[Redacted]

Subject: Engineering Discussion - 2014 Fiesta Side Door Latching
Location: WebEx/WebEx Audio

Start: Fri 7/18/2014 3:30 PM
End: Fri 7/18/2014 4:00 PM

Recurrence: (none)

Meeting Status: Accepted

Organizer: [Redacted]

Required Attendees: [Redacted]

Categories: Phone Call

ciscoWebExInfo:
OISaved:

[Redacted]

Small Car, Small/Medium SUV & Commercial Vehicle
Product Problem Analyst

[Redacted]

Dave McClenaghan invites you to the following webEx meeting:

WebEx meeting information

[Redacted]

Meeting Number: 714 313 656
Meeting Password: This meeting does not require a password.

This meeting may include the option for video. The recording of meetings is prohibited. For company policies on using video click here:

<https://comm.sp.ford.com/sites/digitalworker/Pages/HowiWorkItem.aspx?UCTitle=to%20use%20Video&UCID=&Page=2&Section=2.001>

Audio conference information

US Toll Free Number: [Redacted]

FordNet [Redacted]

Global call-in numbers: <https://ford.webex.com/ford/globalcallin.php?serviceType=MC&ED=299084327&tollFree=1>

Toll-free dialing restrictions: http://www.webex.com/pdf/tollfree_restrictions.pdf

A

MC05

CA

- *Maat / Kosta - work w/ Javier Montano to access field vehicles for analysis*

20/4/07/31



Subject: Confirmed Agenda: 2014 Fiesta – side door latching
Location: PDC Conf Rm 2B-F28 - WebEx/WebEx Audio

Start: Thu 7/31/2014 8:55 AM
End: Thu 7/31/2014 9:20 AM

Recurrence: (none)

Meeting Status: Accepted

Organizer: [Redacted]
Required Attendees: [Redacted]

Please be advised that the subject concerns is scheduled for review in the Small Car, Small/Med SUV, & Commercial Vehicle CCRG meeting on **Thursday**, July 31, 2014, 8:55-9:20 am.

Please be prepared to provide a verbal report on the investigation findings.

If you have any documents to support discussion, please provide electronic files to me by 4:00 pm on Wednesday as we are utilizing on-line facilities and do not use or distribute hard-copy documents. These in-process documents should be designated as "draft".

If unable to attend in-person, Use WebEx Link Below

If you have any questions, please contact me.



Small Car, Small/Medium SUV & Commercial Vehicle
 Product Problem Analyst
 MD 327 GC-D26C PDC



WebEx meeting information

Meeting Number: 713 038 663
 Meeting Link: <https://ford.webex.com/ford/j.php?J=713038663>
 Meeting Password: This meeting does not require a password.

Audio conference information

To receive a call back, provide your phone number when you join the meeting, or call the number below and enter the access code.

Global call-in numbers: <https://ford.webex.com/ford/globalcallin.php?serviceType=MC&ED=189399962&tollFree=1>

Toll-free dialing restrictions: http://www.webex.com/pdf/tollfree_restrictions.pdf

Access code: 713 038 663

MC06

- Confirm symptoms with root cause condition
- Always get overt warnings or symptoms precluding open while driving w/o warning
- Veh. eval with Harnessillo latch easy with alleged open while driving
- F/U review in CORG Aug 7
- → Main Agenda 14-0731-03

2014/08/18

Subject: Engineering Review - Fiesta Side Door Latching
Location: Web-ex

Start: Mon 8/18/2014 8:30 AM
End: Mon 8/18/2014 9:30 AM

Recurrence: (none)

Meeting Status: Accepted

Organizer:
Required Attendees:

Categories: Phone Call

ciscoWebExInfo:
OISaved:

Update on engineering analysis of Fiesta Side door latching

Jerry Bonnici invites you to the following WebEx meeting:

WebEx meeting information

Meeting Link: <https://ford.webex.com/ford/j.php?J=718366462>
Meeting Number: 718 366 462
Meeting Password: This meeting does not require a password.

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<https://comm.sp.ford.com/sites/digitalworker/Pages/HowiWorkItem.aspx?UCTitle=to%20use%20Video&UCID=&Page=2&Section=2.001>

Audio conference information

US Toll [REDACTED]
FordNe [REDACTED]
Global call-in numbers: <https://ford.webex.com/ford/globalcallin.php?serviceType=MC&ED=303511377&tollFree=1>
Toll-free dialing restrictions: http://www.webex.com/pdf/tollfree_restrictions.pdf

Access code: 718 366 462

MC05

- Vehicle evaluation - alleged open while driving return latch
- Call to dealer (Coalpin Ford - Arizona) - technical discussion with service tech

2014/08/28



Subject: Confirmed Agenda: 2014 Fiesta – side door latching
Location: PDC Conf Rm 2B-F28 - WebEx/WebEx Audio

Start: Thu 8/28/2014 9:05 AM
End: Thu 8/28/2014 9:25 AM

Recurrence: (none)

Meeting Status: Accepted

Organizer: [Redacted]
Required Attendees: [Redacted]
Optional Attendees: [Redacted]

Please be advised that the subject concerns is scheduled for review in the Small Car, Small/Med SUV, & Commercial Vehicle CCRG meeting on **Thursday**, August 28, 2014, 9:05-9:25 am.

Please be prepared to provide a verbal report on the investigation findings.

If you have any documents to support discussion, please provide electronic files to me by 4:00 pm on Wednesday as we are utilizing on-line facilities and do not use or distribute hard-copy documents. These in-process documents should be designated as "draft".

If unable to attend in-person, Use WebEx Link Below

If you have any questions, please contact me.



Small Car, Small/Medium SUV & Commercial Vehicle
Product Problem Analyst

M [Redacted]
B [Redacted]
C [Redacted]

WebEx meeting information

Meeting Number: 713 038 663
Meeting Link: <https://ford.webex.com/ford/j.php?J=713038663>
Meeting Password: This meeting does not require a password.

Audio conference information

To receive a call back, provide your phone number when you join the meeting, or call the number below and enter the access code.

US Toll

FordNe

Global call-in numbers: <https://ford.webex.com/ford/globalcallin.php?serviceType=MC&ED=189399962&tollFree=1>

Toll-free dialing restrictions: http://www.webex.com/pdf/tollfree_restrictions.pdf

Access code: 713 038 663

MC06

<http://www.webex.com>

- NHJSA - informal inquiry - Fiesta side door latching
- Field data
 - VOR
 - 41 - Fiesta
 - 4 - Fusion
 - 1 injury - won't close, bounce back, striking hip
- Predominant - hot weather
- Mexico - 1 open while driving
844 warranty claims
- Engng Review - today or tomorrow Aug 28, 29
- Complete ECI report analysis update

2014/08/28

Subject: Engineering review - Fiesta Side Door Latching
Location: web ex

Start: Thu 8/28/2014 4:30 PM
End: Thu 8/28/2014 5:30 PM

Recurrence: (none)

Meeting Status: Accepted

Organizer:
Required Attendees:

Categories: Phone Call

ciscoWebExInfo:
OISaved:

Jerry Bonnici invites you to the following WebEx meeting:

WebEx meeting information

Meeting Link: <https://ford.webex.com/ford/j.php?J=717480122>
Meeting Number: 717 480 122
Meeting Password: This meeting does not require a password.

This meeting may include the option for video. The recording of meetings is prohibited. For company policies on using video click here:
<https://comm.sp.ford.com/sites/digitalworker/Pages/HowIWorkItem.aspx?UCTitle=to%20use%20video&UCID=&Page=2&Section=2.001>

Audio conference information

FordNet
US Toll

Having trouble dialing in? Try these backup numbers:

US Toll Free
FordNet 2

Global call-in numbers: <https://ford.webex.com/ford/globalcallin.php?serviceType=MC&ED=306139207&tollFree=1>
Toll-free dialing restrictions: http://www.webex.com/pdf/tollfree_restrictions.pdf

Access code:717 480 122

MC05

- | | | | |
|--------|----------------|--------|--------------|
| Fiesta | | Focus | |
| Fusion | <u>Keykort</u> | C-MAX | <u>Brose</u> |
| MIKZ | | ESCAPE | |
| | | MIRC | |

- Brittle rather than ductile fracture
- Sep 2013 tang. angle/radius corrected
- Temp/sun load influence
- Dave Ott to schedule F/U mtg on data analysis

2014/08/07

Subject: Confirmed Agenda: 2014 Fiesta – side door latching
Location: PDC Conf Rm 2B-F28 - WebEx/WebEx Audio

Start: Thu 8/7/2014 9:10 AM
End: Thu 8/7/2014 9:30 AM

Recurrence: (none)

Meeting Status: Accepted

Organizer:
Required Attendees:

Optional Attendees:

Please be advised that the subject concerns is scheduled for review in the Small Car, Small/Med SUV, & Commercial Vehicle CCRG meeting on **Thursday**, August 7, 2014, 9:10-9:30 am.

Please be prepared to provide a verbal report on the investigation findings.

If you have any documents to support discussion, please provide electronic files to me by 4:00 pm on Wednesday as we are utilizing on-line facilities and do not use or distribute hard-copy documents. These in-process documents should be designated as "draft".

If unable to attend in-person, Use WebEx Link Below

If you have any questions, please contact me.

[Redacted]
Small Car, Small/Medium SUV & Commercial Vehicle
Product Problem Analyst
MD 327 GC-D26C PDC
Bus [Redacted]
CDS [Redacted]

WebEx meeting information

Meeting Number: 713 038 663
Meeting Link: <https://ford.webex.com/ford/j.php?J=713038663>
Meeting Password: This meeting does not require a password.

Audio conference information

To receive a call back, provide your phone number when you join the meeting, or call the number below and enter the access code.

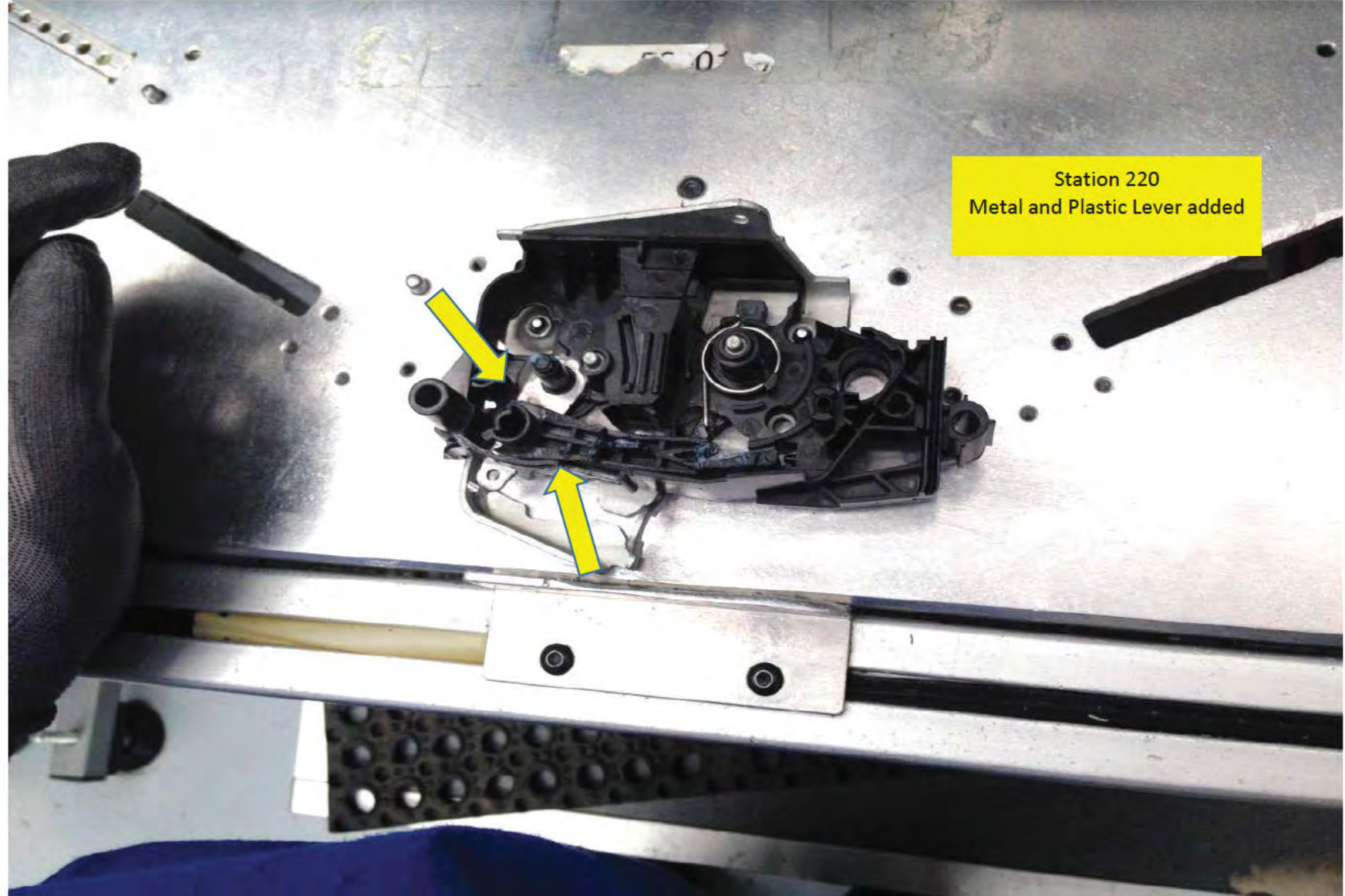
Global call-in numbers: <https://ford.webex.com/ford/globalcallin.php?serviceType=MC&ED=189399962&tollFree=1>
Toll-free dialing restrictions: http://www.webex.com/pdf/tollfree_restrictions.pdf

Access code: 713 038 663

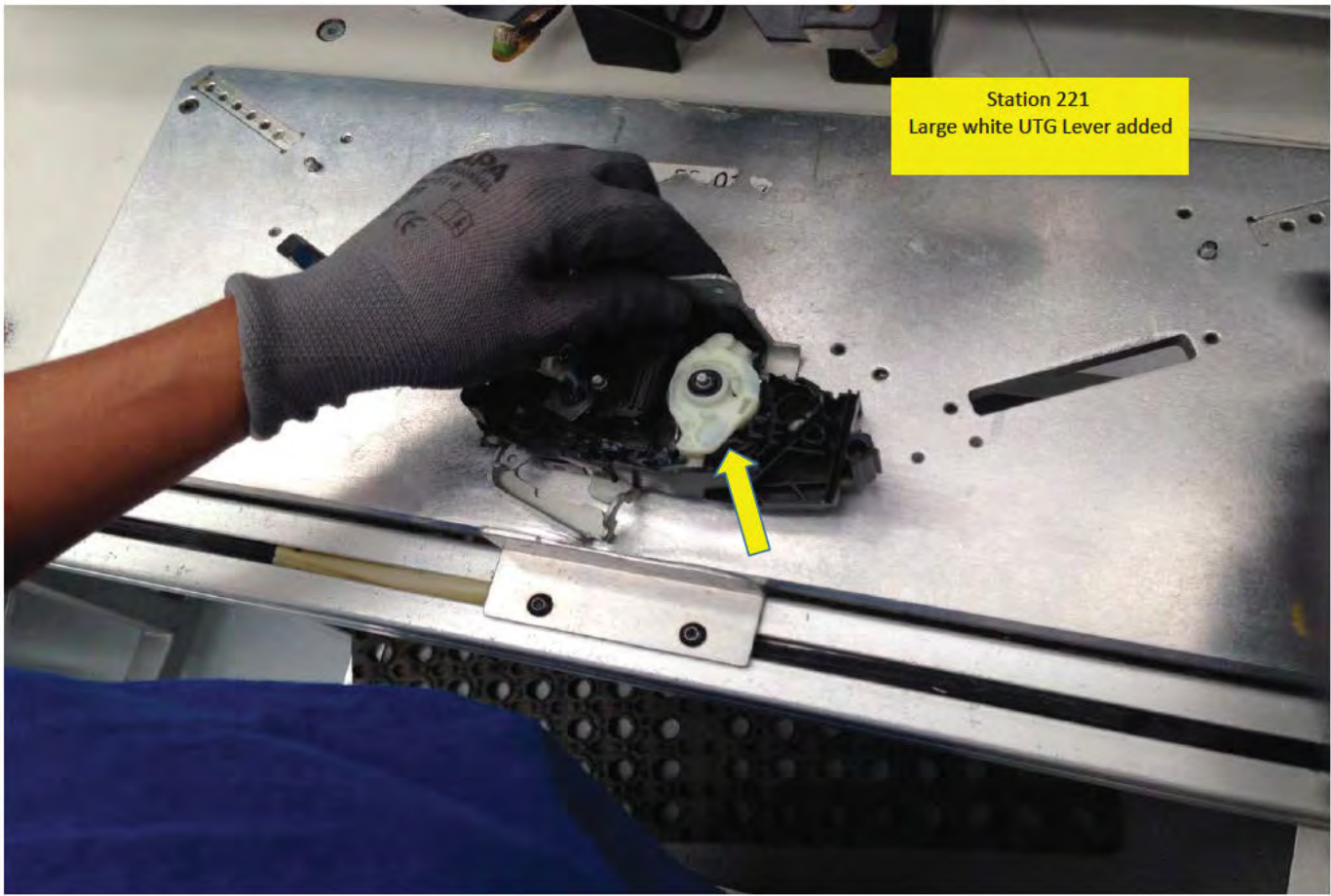
MC06

<http://www.webex.com>

- One open while driving latch req'd - could not confirm. Showed broken pawl spring tab - will not close symptom
- Reports
 - (1) Mexico
 - (1) Texas
 - (3) Arizona (same dealer)
- Broken tap
 - Hot weather related?
 - Increased time?
- Call to dealers and possibly customer on alleged open while driving - review questions w/ Ericas prior to calls
- Evaluate in vehicle
- Engg Review -
- CCRG - target Aug 21

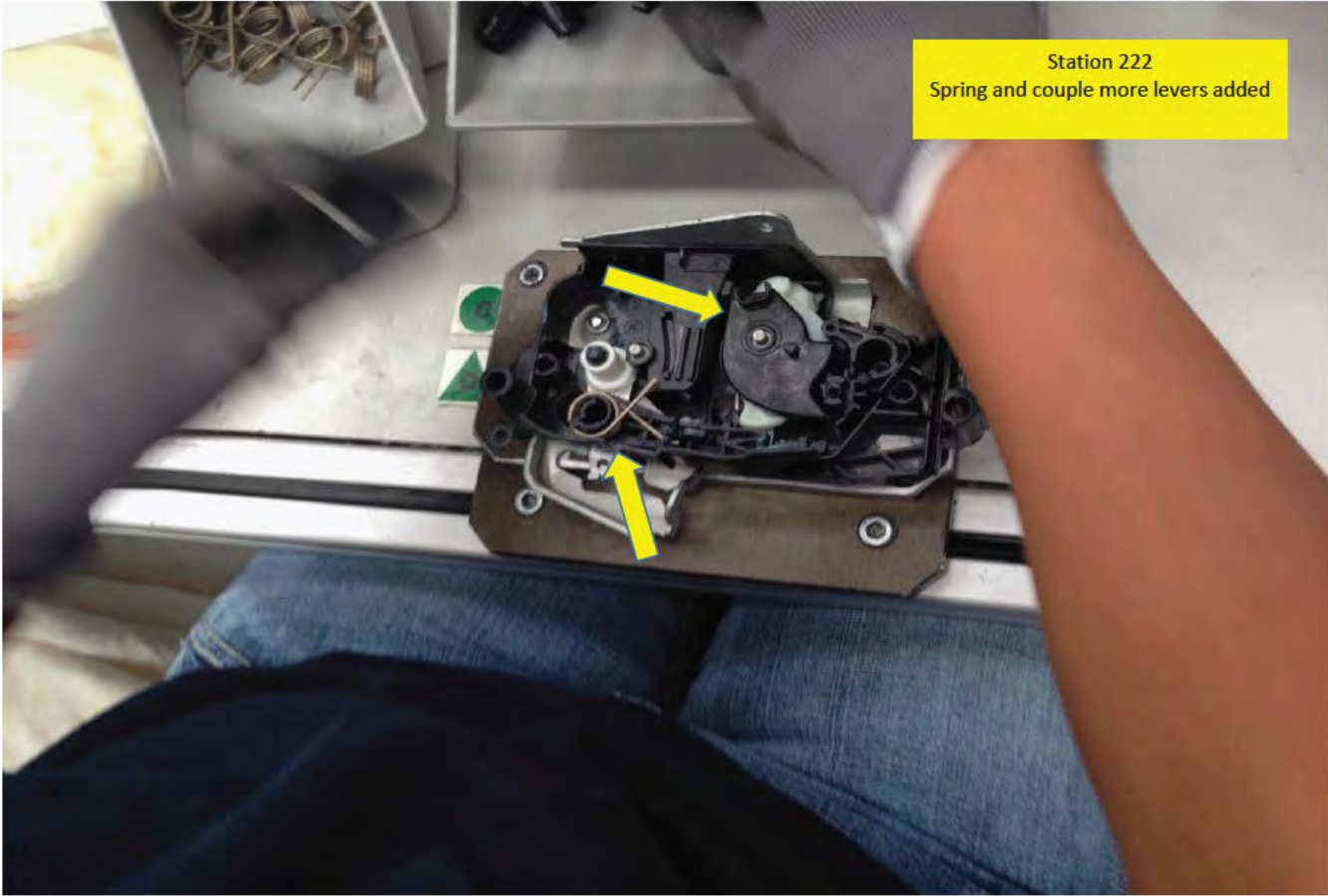


Station 220
Metal and Plastic Lever added



Station 221
Large white UTG Lever added

Station 222
Spring and couple more levers added



Station 223
Back Plate added



Vehicle Operations Black Belt Summary of Metrics

Status	Black Belt Engineer	Supplier	Site Code	Commodity	Site STA	Site Manager	Vehicle lines affected	Initial DPMO	Projected DPMO Improvement	Starting R/1000	Starting CPU	Starting TGW	Starting CS	Starting Scrap/Rework	Projected Improvement	Issue Description
Active Potential Recall	Bradley Mullen	Kiekert	EBKTA	Latches	Matt Greenisen	Jim Martin	Fiesta Fusion MKZ	700	70.0	1.2000					0.1200	Door handle high warranty claims. R/1000 based on repair months of May 2013 to Feb 2014 Normalize for NA (>5,000 claims over 3.86 million NA vehicles)

REDACTED FOR RELEVANCE

Vehicle Operations Black Belt Summary of Metrics

Status	Black Belt Engineer	Supplier	Site Code	Commodity	Site STA	Site Manager	Vehicle lines affected	Initial DFMO	Projected DFMO Improvement	Starting R/1000	Starting CPU	Starting TGW	Starting CS	Starting Scrap/Rework	Projected Improvement	Issue Description
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REDACTED FOR RELEVANCE

<i>Site Manager</i>	<i>Site STA</i>	<i>Project Title</i>	<i>Supplier</i>	<i>Commodity</i>	<i>Value</i>	<i>Status</i>
Jim Martin	Matt Greenisen	Door will not close due to door latch.	Kiekert	Latches	1.200 R/1000	Active Potential Recall

REDACTED FOR RELEVANCE

<i>Site Manager</i>	<i>Site STA</i>	<i>Project Title</i>	<i>Supplier</i>	<i>Commodity</i>	<i>Value</i>	<i>Status</i>
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REDACTED FOR RELEVANCE

REDACTED FOR RELEVANCE

From: [REDACTED]
[REDACTED]:00 PM
To: [REDACTED]
(C.)
Subject: C1 Pawl Post Investigation and Analysis

Below is what I had planned to send out to the whole distributed working team at Brose/Keykert/Ford, but I got cold feet over sharing everything across both suppliers. I don't think there will be a problem sharing it across suppliers but I wanted to run it internally first. Take a look share your thoughts.

Ladies/Gentlemen,

I have included everyone on this email so as to provide an open book as to where we are at collectively with the analysis. All of the files are uploaded in Dropbox and shared via links (Folder sharing doesn't work well at Ford). I have gone ahead and shared all the documentation I have, if there is something that I have shared that you would like taken down please just let me know I don't want openly share something someone may have an issue with. I am pretty certain at this point that everyone knows at least 85% of the details around this issue.

The first Dropbox link is just the Action Tracker with R/Y/G Status for Keykert/Brose/Ford, if there is an item that I have omitted please let me know and I will add it into the tracker. The tracker is basically Keykert's tracker that I just added some tabs and additional lines to in order to add Brose and Ford.

https://www.dropbox.com/s/lpyjyf53hseplt7/C1A%20Pawl%20Post%20Action%20Tracker%207_31_2014.xlsx

The second file is the Regression/8D presentation that I think everyone has already seen but I wanted to make it available electronically for background purposes.

<https://www.dropbox.com/s/9ucmv84ulzyvc57/C1A%20Pawl%20Post%20Analysis%20Regression%20and%20Original%20Keykert%208D.pdf>

The third file is the just the 5 vehicle VINs that have the claimed condition of door opening while driving (not yet confirmed to be different than door will not close).

<https://www.dropbox.com/s/jx0yyoifoyvjcg8/VINs%20for%205%20Vehicles%20Claimed%20as%20Door%20Opens%20While%20Driving.pdf>

The fourth file is so Frozen charts most of which are updates from the original regression/8D but some new charts and new insights into environment vs. spring change influence, and also notably the addition of Mexico in detail to the analysis (high impacts in Baja most notably – 7% failure rate statewide).

<https://www.dropbox.com/s/uuxgx1indl8mudo/Pivot%20Table%20Frozen%20Charts%20AWS%20C1A%20Claims%20Cuautitlan%20and%20Hermosillo%20Total%20Claims%202014%2007%2031.pdf>

The fifth file is the POM Mechanical Property charts that include performance across the functional temperature range along with elongations to failure and some flexure modulus data. Included are charts for Hostaform 9021 and Celcon M90.

<https://www.dropbox.com/s/mpdv82czww4aupe/POM%20Mechanical%20Property%20Data%20Celcon%20M90%20and%20Hostaform%209021%20%28Mech%20Prop%20at%20Temps%29..pdf>

Files six, seven and eight are just short videos of the assembly process. The videos are shared just to note the difference in assembly processes not to make a value judgment of one vs. the other.

<https://www.dropbox.com/s/g8thhenddmtz9rp/Brose%20Spring%20Assembly.mp4>

<https://www.dropbox.com/s/cs7bn4ny4mk89j1/Keykert%20Spring%20Assembly%20Video%201.wmv>

<https://www.dropbox.com/s/uvke6dzkr091v15/Keykert%20Spring%20Assembly%20Video%202.wmv>

File nine is the dimensional scans provided by Brose for their pawl post feature (Once we get Keykert's dimensional scans for the feature it these will provide an important comparison if there is any notable difference and in turn gain/loss in comparative strength).

<https://www.dropbox.com/s/qzvpzji3d777td6/Brose%20Blue%20Light%20Scans%20of%20Pawl%20Post%20Cavities%201%20through%204.pdf>

I have not provided a link for the raw claims data as I think all the people that wanted to do analysis on the raw claims have done so already. I will provide the raw sales volumes for Fiesta and Fusion 2010-2014 as they may be useful if there is some aspect that has not been normalized that needs done still (link below for file ten).

<https://www.dropbox.com/s/tzu7tbbuzhvz34p/2010-14%20Fiesta-Fusion->

<MKZ%20Volumes%20by%20Dealer%20Code%2C%20Zip%20Code%2C%20Paint%20Color.xlsx>

Again I want to comment that I am sharing all of this between all involved parties largely due to the potential impact of the issue. If anyone has any issue with what is being shared I will be happy to remove some of the 9 files provided above. In that same spirit if there is some deliverable or data I have neglected to include that we have already traded between us please don't hesitate to point it out. Brose and Keykert as well have been excellent in putting so much information together on such short notice and as usual you have my gratitude. It will be interesting to see what we end up with for measured in door temperature data for the southwest environments along with how the various FEAs that are in process also turn out.

Best Regards,


STA – Latches/Door Systems
313-390-9807 (Desk)
330-559-5661 (Mobile)
mgreenis@ford.com

From: [REDACTED]
Sent: Monday, June 09, 2014 4:25 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: C1A Pawl Post Failures w/ High Temps and High Solar Irradiance
Attachments: Hostaform Detailed Publication.pdf

Ernie,

During the call today I mentioned something Kosta had brought up in regards to this type of failure following the inverse of usage. His comments led me to dig a little after our meeting into lot rot or in this type of failure stress relaxation/creep rupture. I have included the Hostaform detailed publication and I think our relevant test data is include in pages 10-16. It does look like we have creep modulus against temperature and some stress relaxation modulus information (our relevant grade is C9021 non glass reinforced).

When we considered the original FEAs for this feature did we consider the stress relaxation/creep rupture acceptable stress levels for operation at temperature? It appears that in the resting state under load we take a pretty big hit in acceptable stress to failure at 80C. Let me know what you think, Kosta feel free to clarify further if I have linked the incorrect potential mechanism of failure which somewhat explains the inverse of usage.

Thanks,

[REDACTED]
STA

Hostaform®

Polyoxymethylene Copolymer (POM)



- easy to process
- high toughness (down to -40°C)
- high rigidity
- very high thermal and ageing resistance
- resistance to alkalis and hydrolysis

Hostaform® Polyoxymethylene Copolymer (POM)

Ticona

PE14-028 000028

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1. Introduction

Hostaform is the trade name for the European Ticona range of acetal copolymers. The base polymer has a linear structure and high crystallinity, which explain its good physical properties. Its chemical structure – molecular chains incorporating randomly distributed comonomer units – gives it high stability to thermal and oxidative degradation. The base polymer is characterized by:

- high toughness (down to -40°C)
- high hardness
- high rigidity
- very good heat deflection resistance
- good electrical and dielectric properties
- good chemical resistance, eg to

- solvents
- fuels
- strong alkalis
- zinc (galvanized steel sheet)

- no environmental stress cracking
- high resilience
- good slip properties
- high dimensional stability
- straightforward processability.

The spectrum of properties exhibited by the base polymer can be modified in many different ways with suitable additives. Mainly the Hostaform product portfolio can be divided up into the following product groups:

- basic grades
- easyflowing basic grades
- extrusion grades
- glass fibre/glass sphere reinforced grades
- grades with improved slip properties
- high impact grades
- grades with improved media resistance
- electrically conductive grades
- emission optimized grades
- grades for medical technology
- UV stabilized grades.

The product portfolio is supplemented by a broad colour range and special colours for laser marking. This brochure aims to provide detailed information on the Hostaform range, the physical and chemical properties of the different grades, processing methods and the diverse applications of this engineering polymer.

2. Grades, supply form, colour range, quality assurance

Hostaform is produced in different grades with various degrees of polymerization. The individual grades differ from one another in their flow behaviour (melt mass-flow rate) and in the type and concentration of additives used. The Hostaform range can be divided into the following groups:

- **Basic grades** These differ primarily in their melt flow rate and are geared to the requirements of different processing methods and conditions.
- **Grades with improved slip properties** These are modified with special additives which improve slip properties and/or abrasion resistance.
- **Reinforced grades** These contain glass fibres or glass spheres and differ from the basic grades – depending on the type of filler – in their higher ultimate tensile strength and/or higher rigidity.
- **High-impact grades (Hostaform S)** These are blends with elastomers and have a higher impact strength than the basic grades.
- **Special grades** This group includes all grades which cannot be assigned to one of the above groups.

A survey of the grades currently supplied is given by brief descriptions of the individual grades. For more detailed information on the properties of Hostaform, see attached leaflet.

The basic grades are designated by a letter (C or T) followed by four or five digits, of which the first two or three represent approximately ten times the level of the type-specific melt flow rate MFR 190/2.16 in g/10 min determined according to ISO 1133.

Hostaform S . . . is the designation for elastomer-modified, impact-resistant grades based on Hostaform C 9021 or C 27021. The last digit indicates in each case the level of increased toughness.

The letter suffixes used in the nomenclature of the other grades have the following meanings:

RM:	friction-reducing
M:	with molybdenum disulphide
K:	with special chalk
TF:	with PTFE
G:	with PE-UHMW (GUR®)
AW or SW:	with special additives
GV 1/XX:	based on Hostaform C 13021, with XX% (w/w) glass fibres; exception: GV 1/30, with 26 % glass fibres
GV 3/XX:	based on Hostaform C 13021, with XX% (w/w) glass spheres
EC:	with electrically conductive carbon black and elastomer
AST:	with antistatic finish
Oil Concentrate S:	masterbatch based on Hostaform C 9021, with silicone oil
Colour masterbatches:	based on blend ratio 1:25 or 2:25
LS or WS:	UV-stabilized Hostaform basic grades and high-impact grades
black 10/1570:	special formulation UV-stabilized with carbon black; owing to the carbon black content, melt flow rate and toughness may be slightly lower than the basic grades; not for all grades available .

Depending on the type and content of additive used, the modified grades differ from the Hostaform basic grades not only in terms of the physical properties but also in their resistance to environmental effects. This applies particularly to the Hostaform S grades because of their chemical structure (blends with elastomer components).

Polyoxymethylene Copolymer (POM)

Easyflowing basic grades

C 52021

Extremely easyflowing injection moulding grade for complicated, thin-walled precision parts. Permits processing at reduced melt temperature and hence shorter cycle times compared with other grades.

C 27021

Very easyflowing injection moulding grade for long flow paths, complicated precision parts, thin-walled mouldings and multicavity molds.

C 13021

Easyflowing injection moulding grade for precision parts and thin-walled mouldings.

C 13031

As for C 13021 but with about 10% higher strength, rigidity and hardness over the entire permissible temperature range for Hostaform.

Basic grades

C 9021

Standard injection moulding grade.

C 2521

Stiff flowing. Injection moulding of thick-walled, void-free parts.

M15HP

Unreinforced injection moulding grade with improved impact and strength.

Extrusion grades

M30AE

Stiff-flowing, for extrusion of sheets, rods and hollow profiles.

M10AE

High melt strength, for extrusion of thick walled profiles and rods.

Glass-fiber/glass-sphere-reinforced grades

C 9021 GV 1/10

Injection moulding grade reinforced with 10% (w/w) glass fibers, for parts requiring increased rigidity and hardness.

C 9021 GV 1/20

Injection moulding grade reinforced with 20% (w/w) glass fibers, for parts requiring high rigidity and hardness.

C 9021 GV 1/30

Injection moulding grade reinforced with 26% (w/w) glass fibers, for parts requiring very high strength and rigidity and increased hardness. Reduced thermal expansion and shrinkage, slightly lower toughness (elongation).

C 9021 GV 1/40

Injection moulding grade reinforced with 40% (w/w) glass fibers, for parts requiring especially high rigidity. Elastic modulus approx. 40% higher than for C 9021 GV 1/30 but otherwise similar spectrum of properties.

C 9021 GV 3/10

Injection moulding grade reinforced with 10% glass spheres, for low-warpage parts requiring increased rigidity and hardness.

C 9021 GV 3/20

Injection moulding grade reinforced with 20% glass spheres, for low-warpage parts requiring higher rigidity and hardness.

C 9021 GV 3/30

Injection moulding grade reinforced with 30% glass spheres, for low-warpage, dimensionally stable parts requiring even higher rigidity and hardness.

C 27021 GV 3/30

Easyflowing injection moulding grade reinforced with 30% glass spheres. Low warpage.

Grades with improved slip properties

C 13021 RM

Easyflowing injection moulding grade similar to C 13021. Good low-friction properties in Hostaform/Hostaform sliding combinations, e.g. for smooth running zip fasteners (zippers).

C 13031 K

Injection moulding grade similar to C 13031, modified with special chalk. Good wear properties, increased strength. For unlubricated or once-only lubricant sliding parts.

C 9021 M

Molybdenum disulphide-modified injection moulding grade similar to C 9021, for sliding combinations operating under high pressure loading at low sliding speed. Only slight tendency to stick-slip.

C 9021 K

Injection moulding grade similar to C 9021 but modified with special chalk. Good wear properties. For unlubricated or once-only-lubricated sliding parts.

C 9021 TF

Injection moulding grade based on C 9021, contains PTFE. For sliding combinations with very low coefficient of friction (maintenance-free bearings).

C 9021 G

Injection moulding grade with GUR® (PE-UHMW), for parts under abrasion stress.

C 9021 AW

Injection moulding grade similar to C 9021 but modified with special additives. Good wear properties and low coefficient of friction. This formulation can also be supplied with other basic grades.

C 9021 SW

Injection moulding grade similar to C 9021 but modified with noise-deadening and wear-protecting additives. Extra additives also reduce acoustic vibrations in the finished parts.

C 2521 G

Extrusion grade with GUR® (PE-UHMW), for semi-finished products, sliding and guide elements.

LW15EWX

Slip-modified grade for sliding combinations with PBT, PA, PC, PMMA and steel, with increased toughness/strength level.

LW90EWX

Slip-modified grade for sliding combinations with PBT, PA, PC, PMMA and steel, good weld line strength due to the special wax blend.

LW90BSX

Slip-modified grade for a wide range of tribological applications, including POM/POM pairings, contains silicone oil.

C 9021 GV 1/30 GT

Reinforced with 26% w/w glass fibers and slip-modified.

High-impact grades

S 27063

Easyflowing, elastomer-containing injection moulding grade based on C 27021, with higher impact strength and slightly lower hardness and rigidity than the basic grade. For thin-walled parts requiring high impact energy absorption.

S 27064

Easyflowing injection moulding grade similar to S 27063 but with higher toughness level.

S 27072 WS 10/1570 (black)

Easyflowing injection moulding grade similar to S 27063 but UV-stabilized for exterior applications.

S 9063

Elastomer-containing injection moulding grade based on C 9021, with higher impact strength and slightly lower hardness and rigidity than the basic grade. For parts requiring high impact energy absorption.

S 9064

Similar to S 9063 but with higher elastomer content and hence even higher toughness level.

S 9243

Injection moulding grade with good low-temperature impact strength. For parts requiring high impact energy absorption and excellent weld strength. Flow properties under injection moulding conditions similar to those of S 9063.

S 9244

Similar to S 9243 but even higher toughness level. Flow properties in injection moulding similar to those of S 9064.

Oil Concentrate S

Hostaform C 9021 with 20% (w/w) silicone oil for blending with other Hostaform grades. Improves low-friction and abrasion properties and ejection from the mold. The blend ratio depends on finished part requirements and should preferably be 1:10. At ratios > 2:10, processing problems may arise.

Grades with improved media resistance**C 13031 XF 50/5339**

Yellow-colored grade specially formulated for applications involving contact with fuel, especially hot diesel.

C 13031 XF 10/9022

Black-colored, laser-weldable grade specially formulated for applications involving contact with fuel, especially hot diesel.

EC140XF

Conductive injection moulding grade with improved resistance to fuels, especially hot diesel.

MR 130ACS

Grade with improved resistance to aggressive media and chlorinated water.

Electrically conductive grades**C 9021 ELSX**

Injection moulding grade with addition of conductive carbon black and elastomer. For parts requiring very low electrical resistance. Processing guidelines in section 3.3.

EC270TX

Similar to C 9021 ELSX but with higher toughness level.

C 27021 AST

Similar to C 27021 but antistatic-modified.

Hostaform® XAP®: Advanced Processing

Low-odor injection moulding grades that meet European automotive industry requirements for plastics used in vehicle interiors. In addition to the natural grades C 2521 XAP, C 9021 XAP, C 13021 XAP, C 13031 XAP, C 27021 XAP and C 52021 XAP, many standard and special grades based on C 9021 and C 27021 can be supplied. The colors in C 9021 XAP LS and C 27021 XAP LS are light-stabilized, while in C 9021 XAP AWLS, C 9021 XAP AW, C 9021 XAP TF and C 9021 XAP M, they also contain a special additive to reduce the coefficient of friction. All XAP grades undergo the VDA 275 test as an injection molded sheet and the results are documented in the acceptance test certificate.

Minimal odor values can only be achieved under optimized injection moulding conditions, especially low melt temperatures. More detailed information can be provided by our Technical Service team.

MT® grade range

For medical and pharmaceutical applications, please see section 4.8.2.

Supply form

Hostaform is supplied as opaque white, natural or coloured cylindrical granules or pellets with a particle size of approximately 3 mm (except for Oil Concentrate S). It is normally packed in 25 kg containers (plastic-film bags or multiwall paper bags) but by prior agreement may also be supplied in 500 and 1000 kg containers (especially the basic grades).

Color range

For the Hostaform basic grades, Ticona offers a standard range of 10 colors, which correspond to the RAL colors listed in Table 1. Most of these colors have approval for applications in, for example, the food and drinking water sector (see table 1). These standard colors are supplied as mass-colored pellets or color masterbatches.

Color masterbatches are supplied in two variants and are used to color natural Hostaform grades during processing into mouldings. For this purpose, depending on the particular masterbatch, 25 parts natural pellets to 1 or 2 parts color masterbatch are added. In general, the same colors are obtained as when using mass-colored pellets but no guarantee can be given as

Polyoxymethylene Copolymer (POM)

to the completely exact shade, since this depends on processing conditions (sufficient plasticization and homogenization) and the correct mix ratio.

Table 1: Standard colors and approvals (+ compliant, x non-compliant)

RAL Code	Color	FDA	BgVV	KTW
RAL 1003	Signal yellow	+	+	+
RAL 2010	Signal orange	+	+	+
RAL 3001	Signal red	+	+	+
RAL 4008	Signal violet	+	+	+
RAL 5005	Signal blue	+	X	X
RAL 6032	Signal green	+	+	+
RAL 7004	Signal grey	+	X	X
RAL 8002	Signal brown	+	+	+
RAL 9003	Signal white	+	+	+
RAL 9004	Signal black	X	X	X

The nomenclature consists of the Hostaform grade or color masterbatch and the RAL color code, e.g.:

- Hostaform C 9021 RAL 3001 is Hostaform C 9021 in Signal red
- Hostaform C 27021 RAL 6032 is Hostaform C 27021 in Signal green
- Hostaform FK 1:25 RAL 4008 is Masterbatch 1:25 in Signal violet

In addition to these standard colors, a large range of special colors is supplied for different industry sectors such as the automotive industry and industrial engineering. Color formulations tailored to customer specifications can also be provided. In this area, Ticona can draw on long-standing experience over many years. Special colors can also be supplied in UV-stabilized or weathering-resistant formulations. In addition, special colors have been developed that are particularly suitable for laser marking. These colors are listed in table 3, page 68. All colors are cadmium-free.

Where colored moulding materials are to be prepared by the processor from natural Hostaform granules, the pigments employed should be only those which withstand Hostaform processing temperatures without decomposition or color change, and which do not impair the thermal stability of Hostaform. Only by careful selection of colorants is it possible to ensure that the physical properties of Hostaform are not affected to an unacceptable degree. Optimum molded-part properties can only be achieved with original color masterbatches based on Hostaform.

Quality management

Meeting the quality requirements of our customers is a critical activity for Ticona. We constantly pursue and update the certifications needed for this purpose. Our quality management system has been certified to ISO 9000 standards since the early 1990s. In 2003, we built on this foundation by implementing the Global Ticona Integrated Management System (TIMS) for quality, environmental and risk management.

Important certifications include the following standards:

- ISO 9001
- ISO 14001
- ISO/TS 16949
- ISO/IEC 17025

Quality Management System Certifications under ISO 9001:2000 and ISO/TS 16949:2002 have now been achieved for all production sites and supporting remote locations of Ticona worldwide. The ISO/TS 16949:2002 standard combines the automotive regulations in Europe of VDA 6.1, EAQF and AVSQ with the requirements of QS-9000 in North America and supersedes all of these. Ticona received the certification for this standard in 2003.

The Ticona Oberhausen site in Germany gained registration under ISO 14001, the Environmental Management System Standard, in 1999. All Ticona facilities in the Americas achieved certification under ISO 14001 in 2002. At Kelsterbach, Germany, registration has been completed 2005.

The appropriate Ticona laboratories are accredited to meet general requirements according to ISO/IEC 17025:2000 for testing and calibration laboratories.

Our www.ticona.com website provides further information under “Company” > “Quality and Certifications”. This information includes the details of business lines and facilities covered and PDF files of all certificates of registration.

3. Physical properties

This section discusses the important characteristic properties of Hostaform and their dependence on temperature and time. These properties were determined largely by standard test methods.

The physical property values of Hostaform are given in a fold-out leaflet, B 264 FB E.

Descriptions of the Hostaform grades and their properties are available on the Ticona homepage www.ticona.com.

The Hostaform basic grades cover a melt volume flow rate range from 0.9 to 39 cm³/10 min and have a density of 1.41 g/cm³. The addition of glass or elastomer lowers the melt flow rate; density is increased in the first case and reduced in the second. Hostaform has low water absorption.

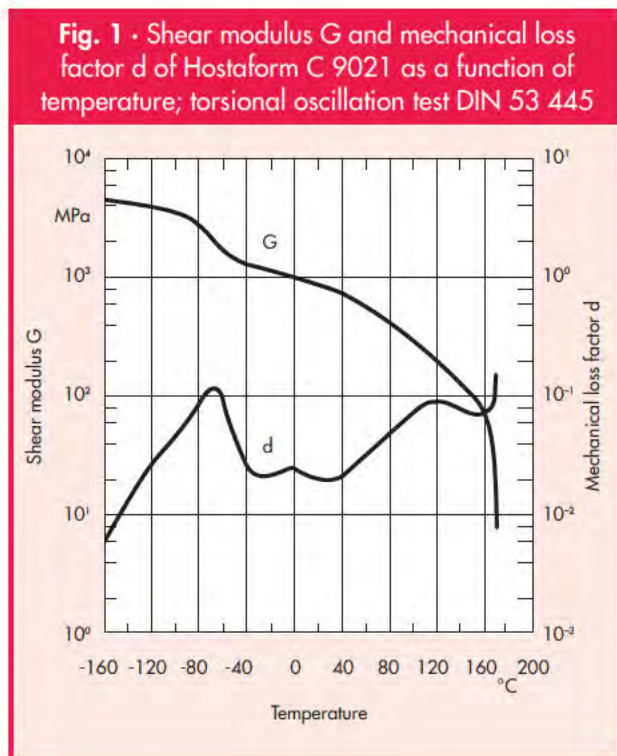
3.1 Mechanical properties

Determination of the properties of plastics by standard test methods yields valuable information for purposes of production control and facilitates preliminary selection of materials by the designer. However, the results of short-time tests are seldom a suitable basis for the dimensioning of structural elements.

Thermoplastics are viscoelastic materials. They exhibit the property known as creep, ie they tend to undergo deformation with time, depending on temperature and stress. After stress removal, depending on the level and duration of stress, a moulded part returns partially or completely to its original shape. The reversible deformation corresponds to the elastic portion and the permanent deformation to the plastic portion. This viscoelastic behavior must be borne in mind when designing moulded parts.

From the above, it follows that the mechanical properties of a plastic are primarily dependent on three important basic parameters: time, temperature and stress. Further important influences are: design, conditions of manufacture and environmental conditions. One important factor which characterizes a plastic is the dependence of shear modulus G on temperature.

The temperature dependency of the shear modulus G and the mechanical loss factor d are shown in fig. 1 for Hostaform C 9021 and in fig. 2 for Hostaform S 9064 and Hostaform S 9244 (see also section 3.2 "Thermal properties").



Polyoxymethylene Copolymer (POM)

The property values determined on test specimens by standard methods are guide values and can be used as a basis for comparing different materials. However they have only limited applicability to finished parts. The strength of a component depends to a great extent on design and hence design strength is the criterion used to assess loadbearing capacity [14, 15].

Other properties measured under short-term stress are the tensile modulus and flexural modulus, both determined according to ISO 527 and ISO 178. These values provide an indication of rigidity and are used not only to characterize plastics but also for strength calculation and the design of moulded parts.

Fig. 2 · Shear modulus G and mechanical loss factor d of Hostaform S 9064 and S 9244 as a function of temperature; torsional oscillation test DIN 53 445

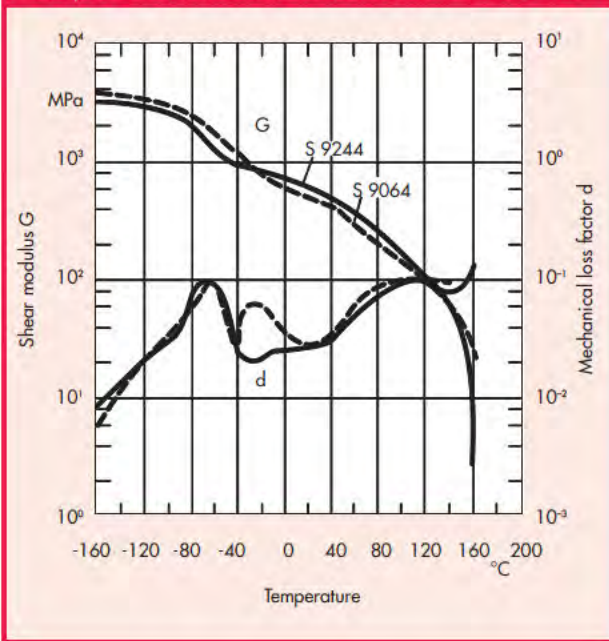
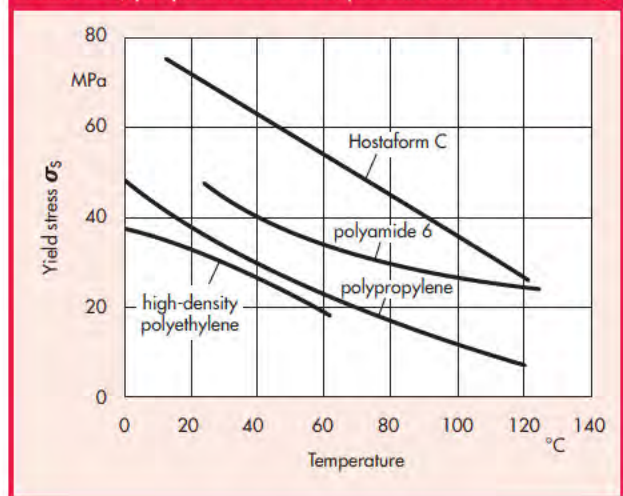


Fig. 3 · Yield stress of various thermoplastics as a function of temperature (deformation rate 12.5 mm/min, test specimen 3 with dimensions in the ratio 1:4, prepared from compression moulded sheet)



3.1.1 Properties under short-term stress

The behaviour of materials under steady, short-term stress can be examined in the tensile test according to ISO 527. This test enables the yield stress, elongation at yield, ultimate tensile strength and elongation at break.

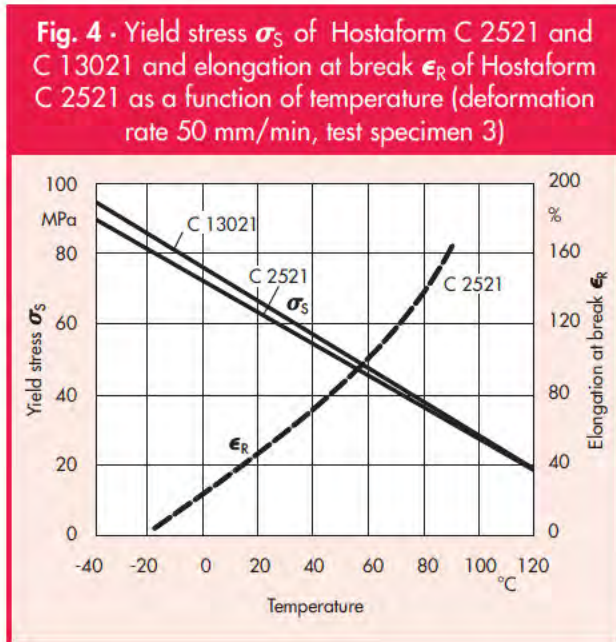
Fig. 3 shows the yield stress of various thermoplastics as a function of temperature. It can be seen that Hostaform C has considerably higher strength than the standard plastics.

Hostaform C has higher rigidity values than the standard polymers and because of its particular spectrum of properties is classed as an engineering plastic.

3.1.1.1 Hostaform basic grades

These have yield stresses of between about 60 and 70 MPa and elongation at break values of between about 15 and 35%. These values are plotted against temperature in fig. 4 for grades C 13021 and C 2521.

The moduli of the Hostaform basic grades are between 2400 and 3100 MPa.



3.1.1.2 Reinforced grades

The glass-fibre-reinforced grades have no yield stress values but only ultimate tensile strength values and corresponding elongation at break values. The ultimate tensile strength values of the glass-fibre-reinforced grades, although varying according to glass fibre content, are significantly higher than those of the basic grades and attain 135 MPa; the elongation at break values on the other hand are lower. Reinforcement with glass fibres also brings a considerable increase in rigidity; moduli of up to 13 000 MPa can be achieved.

Glass spheres used as reinforcing materials increase only the moduli (to 3100 – 3700 MPa). Unlike in reinforcement with glass fibre, ultimate tensile strength values decrease somewhat with increasing glass sphere content. Elongation at break values are also reduced.

3.1.1.3 Hostaform/elastomer blends

With increasing elastomer content, the elongation at break of Hostaform increases considerably. Yield stress and modulus decrease.

3.1.2 Properties under long-term stress

The results of long-term tests carried out under various conditions provide the design engineer with a basis for calculation when designing components subjected to prolonged stress.

The properties of plastics under long-term tensile stress are tested by two basic methods:

- creep rupture test according to ISO 899 (deformation increase in specimen held under constant stress)
- stress relaxation test according to DIN 53 441 (stress decay in specimen held under constant strain).

The first test gives the creep strength, ie the time to rupture of a test bar loaded with a specified stress under defined environmental conditions. These tests are carried out on tensile test bars (uniaxial stress condition) or on pipes (multiaxial stress condition) in air or another medium.

The strain values and creep moduli determined in the creep rupture test under tensile stress also serve as a good approximation for the values to be expected under flexural and compressive stress. To provide a certain safety margin against failure, a strain of 0.5 to 1% is usually allowed for in design calculations.

Polyoxymethylene Copolymer (POM)

The deformation of a plastic component is not only time- and temperature-dependent but is also a function of the type of stress. Strictly speaking, separate characteristic values should be determined for each type of stress. However, for deformation $\leq 2\%$, the variation between the characteristic values is negligible so that, for example, the time-dependent compression of a component under compressive stress may be calculated with sufficient accuracy using the flexural creep modulus (determined under flexural stress).

The results of creep tests under uniaxial stress have only limited applicability to the multiaxial stress state.

Fig. 5 shows the creep strength of pipes made from Hostaform C 2521 under internal pressure.

Fig. 5 · Creep strength of pipes made from Hostaform C 2521 (test temperature 20 to 60°C, water inside and outside)

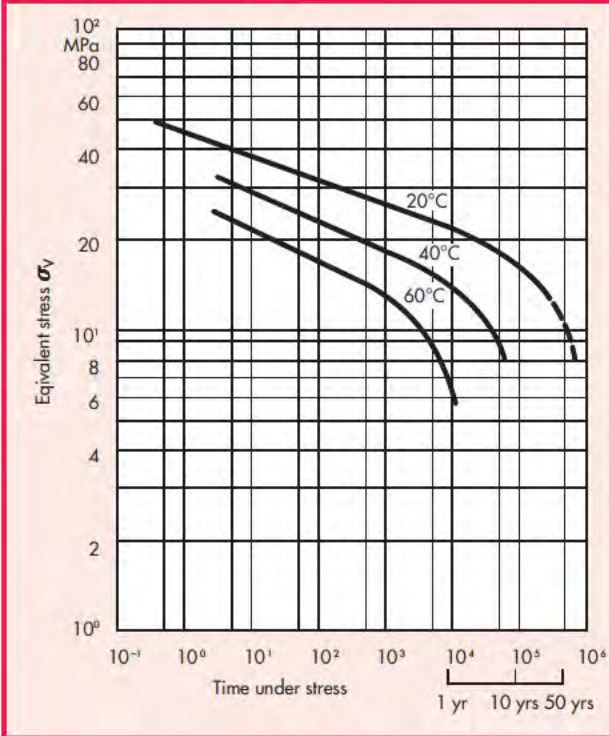


Fig. 6 shows the creep curves (time-strain curves) determined with tensile test bars made from Hostaform C 9021 for various stresses at a test temperature of 23 °C in air. By joining the end points of these lines, the failure curve is obtained; this represents the creep strength. For a stress of 10 MPa, for example, and a time under stress of 10 years, a strain of 1.1% is obtained.

Fig. 6 · Time-strain curves (creep curves) for Hostaform C 9021, measured at 23°C (also a good approximation for the other unmodified Hostaform grades)

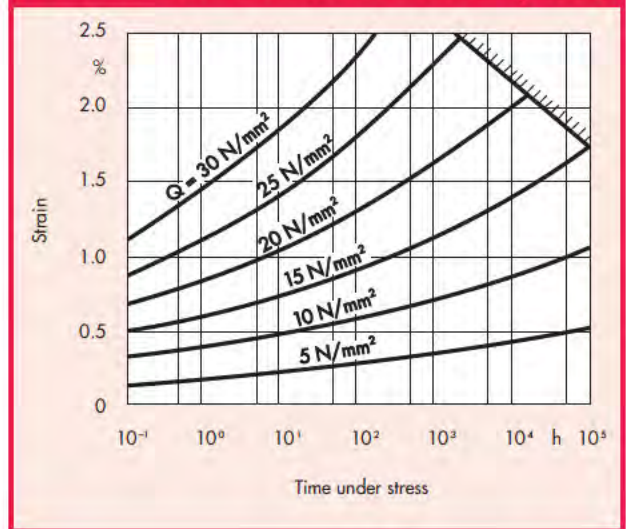
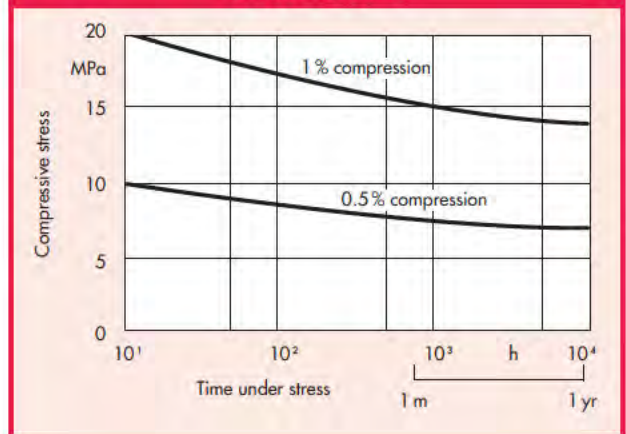


Fig. 7 · Time-compressive stress curve for Hostaform C 9021 at 20°C

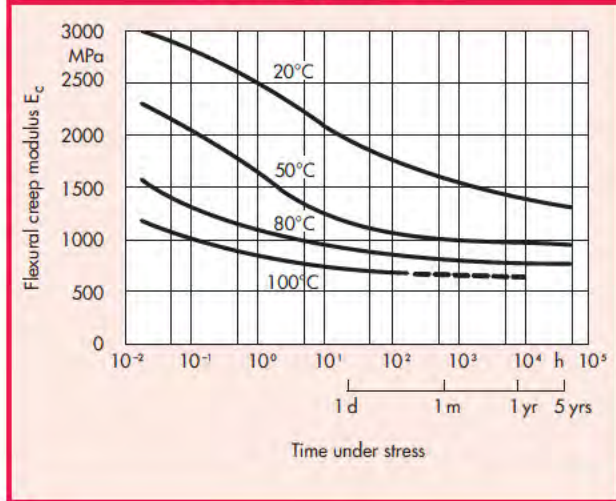


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Polyoxymethylene Copolymer (POM)

The time-compressive stress curves for Hostaform C 9021 are similar to those for time-tensile stress. By analogy with the time-strain limits, it is possible in this case to speak of time-compression limits. From fig. 7, the permissible compressive stress for a given time under stress and percentage compression may be deduced. For a period under stress of one year and a permissible compression of 0.5%, the continuous compressive stress may amount to 7.5 MPa. With a permissible compression of 1%, 14 MPa would be possible.

Fig. 8 · Flexural creep modulus of Hostaform C 9021 at various temperatures (measured with an outer-fibre stress $\sigma_b = 10$ MPa)



In addition to the information provided by creep tests under tensile stress or internal pressure as described above, knowledge of behaviour under flexural stress is important in designing many structural components. Fig. 8 shows the flexural creep modulus of Hostaform C 9021 as a function of time and temperature.

Fig. 9 shows that the flexural creep modulus of Hostaform C 13031 is about 10% higher than that of Hostaform C 13021 throughout the test period.

The addition of glass fibres substantially reduces creep, even in the case of rigid thermoplastics. Fig. 10 compares the flexural creep modulus of unreinforced and glass-fibre-reinforced Hostaform.

It can be seen that the flexural creep modulus of glass-fibre-reinforced Hostaform after one year's loading at 80°C is still higher than the initial flexural creep modulus of unreinforced material at 20°C.

Fig. 9 · Flexural creep modulus of Hostaform C 13031 (a) and Hostaform C 13021 (b) (test specimen injection moulded, outer-fibre stress $\sigma_b = 10$ MPa, test temperature 23°C)

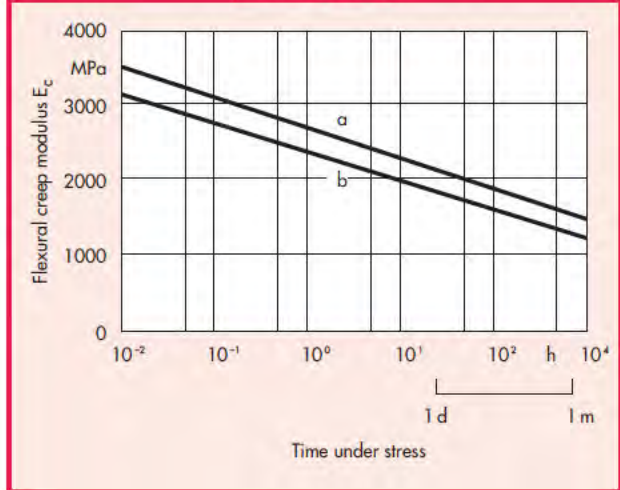
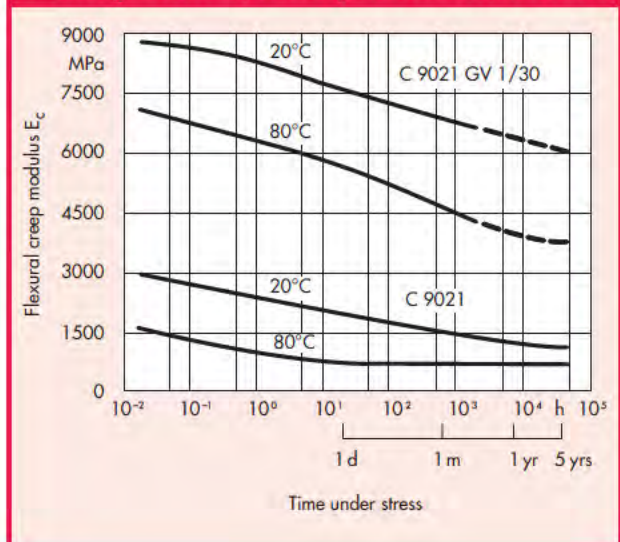
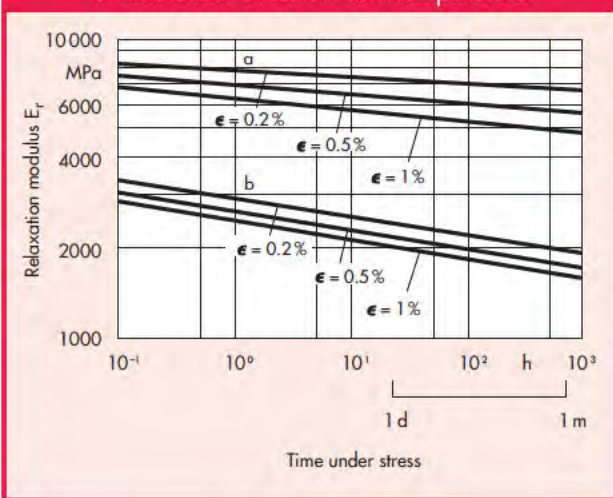


Fig. 10 · Flexural creep modulus of Hostaform C 9021 GV 1/30 and Hostaform C 9021 (outer-fibre stress $\sigma_b = 10$ MPa, test temperatures 20 and 80°C)



The results of stress relaxation tests in accordance with DIN 53 441 are shown in fig. 11. It can be seen that the relaxation moduli of glass-fibre-reinforced Hostaform C 9021 GV 1/30 are markedly higher than those of the unreinforced Hostaform C 9021; moreover, they have a considerably flatter curve. This means that the glass-fibre-reinforced product not only has less tendency to creep than the unreinforced material (as confirmed by the flexural creep test) but also relaxes more slowly.

Fig. 11 · Relaxation modulus E_r of Hostaform C 9021 GV 1/30 (a) and Hostaform C 9021 (b) as a function of time under stress at room temperature



An indication of the creep behaviour of the high-impact Hostaform grades is given in figs. 12 a to 12 d. These show the time-strain curves for Hostaform S 9063, S 9064, S 9243 and S 9244 determined in the creep rupture test under tensile stress (ISO 899) at 23 °C for several stresses.

3.1.3 Properties under impact stress

The toughness of moulded articles made from visco-elastic materials is very much a function of deformation rate as well as being influenced by factors such as design, state of orientation, manufacturing conditions and the service environment, especially temperature. A material which exhibits relatively high extensibility at a low deformation rate, as for example in a conventional tensile test with deformation rates $v_D = 0.1$ to 10% per sec, may fail without elongation in a tensile impact test at deformation rates v_D of, for example, 10 000% per sec and thus appear to be a brittle material.

Like high deformation rates, low temperatures also cause a decrease in toughness.

Notches have the same effect. They create a stress concentration point at the root of the notch (which may be expressed by the notch shape factor a_K [14]). This leads to a reduction in strength, particularly at high deformation rate. Notches should therefore be avoided if at all possible in the design of plastic parts.

Information on the behaviour of plastics at high deformation rates is provided by flexural impact, drop and penetration tests.

3.1.3.1 Hostaform basic grades

The glass transition temperature of the Hostaform base polymer (-60 to -65 °C) is low compared to that of other plastics. This explains its remarkably high-impact strength even at low temperature. The impact strength of the Hostaform basic grades decreases slightly with increasing melt mass-flow-rate (= decreasing molecular weight). This relationship between molecular weight and resistance to impact stress can be discerned in all the test methods used. The easyflowing grades C 9021, C 2521 and T 1020 are therefore suitable for the production of impact-resistant mouldings, provided these have medium to large wall thickness.



Fig. 12 a · Time-strain curves (creep curves) for Hostaform S 9063 natural (test temperature 23°C, measured in air, determined according to ISO 899)

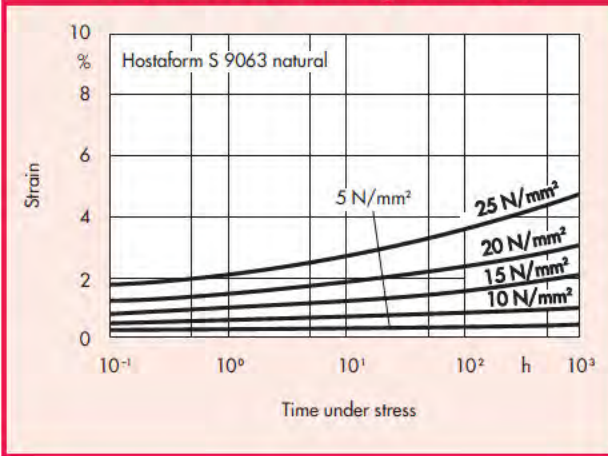


Fig. 12 c · Time-strain curves (creep curves) for Hostaform S 9243 natural (test temperature 23°C, measured in air, determined according to ISO 899)

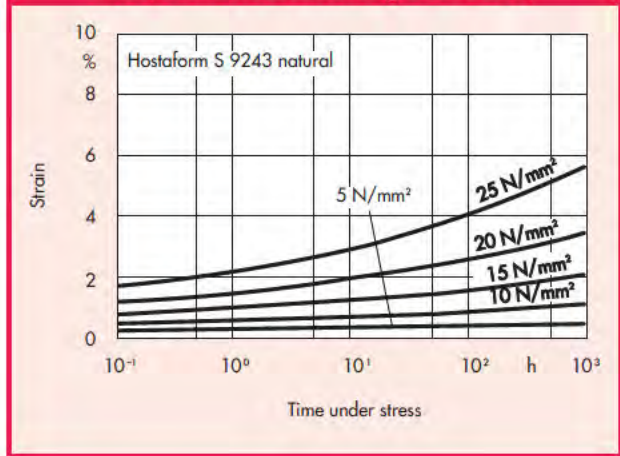


Fig. 12 b · Time-strain curves (creep curves) for Hostaform S 9064 black 10/1570 (test temperature 23°C, measured in air, determined according to ISO 899)

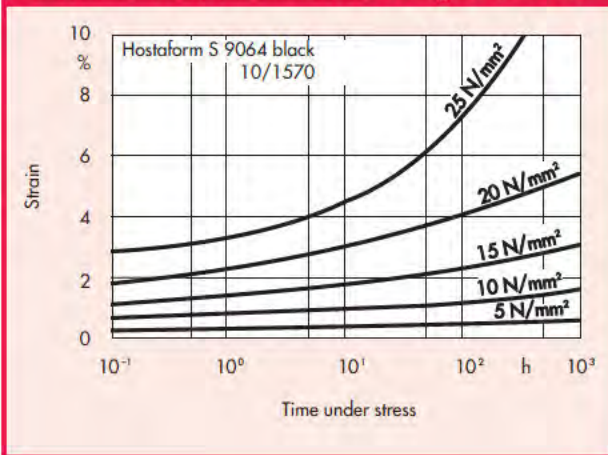
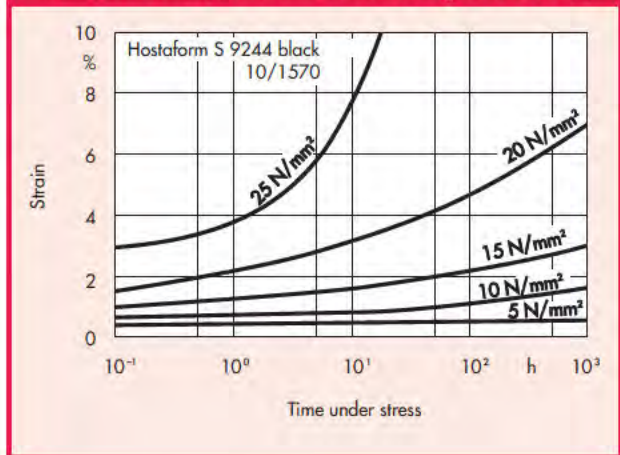


Fig. 12 d · Time-strain curves (creep curves) for Hostaform S 9244 black 10/1570 (test temperature 23°C, measured in air, determined according to ISO 899)



The use of high-molecular-weight grades such as C 2521 for thin-walled parts can lead to orientation of the molecular chains in the flow direction, resulting in mouldings with high internal stresses and anisotropy of mechanical properties. Easier-flowing grades give rise to less oriented, stress-free mouldings with considerably higher toughness than mouldings made from high-molecular-weight grades.

3.1.3.2 Reinforced and filled grades

Incompatible additives have the effect of reducing toughness. This can be attributed to the micronotches introduced into the polymer matrix. As table 1 shows, this applies particularly to the reinforced Hostaform grades but also to C 9021 TF, C 9021 G and C 2521 G; with these grades, there is a marked reduction in impact strength but notched impact strength is also lower. This tendency is also discernible with C 9021 K.

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For the same reason, Hostaform formulated with black 10/1570 also has slightly lower toughness than the corresponding natural grades.

In the case of C 9021 ELSX, EC 270 TX, the loss of toughness associated with the electrically conductive carbon black content is partially offset by incorporating an elastomer component.

In drop tests, the decline in toughness of the reinforced and filled grades as compared with unreinforced grades is less pronounced than in the impact and notched impact strength tests. This is the reason why mouldings produced from these grades have adequate design strength, even under impact stress.

3.1.3.3 Hostaform/elastomer blends

The good toughness of the basic grades can be raised to an even higher level by the addition of suitable elastomers. These grades are therefore blends and are given the name Hostaform S. Their toughness depends on the type and content of elastomer. The last digit of the code designation indicates the level of toughness, ie the higher the last digit, the higher the toughness while at the same time strength, hardness and rigidity decrease. The following figs. provide information on the nature of the improved toughness and the level of increase. In figs. 13 and 15, the S grades are compared with Hostaform C 9021 on the basis of results from penetration tests with electronic data recording. Figs. 13 and 14 show the work to damage, figs. 15 and 16 the deformation, in each case as a function of temperature. The high impact energy absorption capacity and deformability of S 27076 and increased impact strength of S 9244, particularly at low temperature, can be clearly seen.

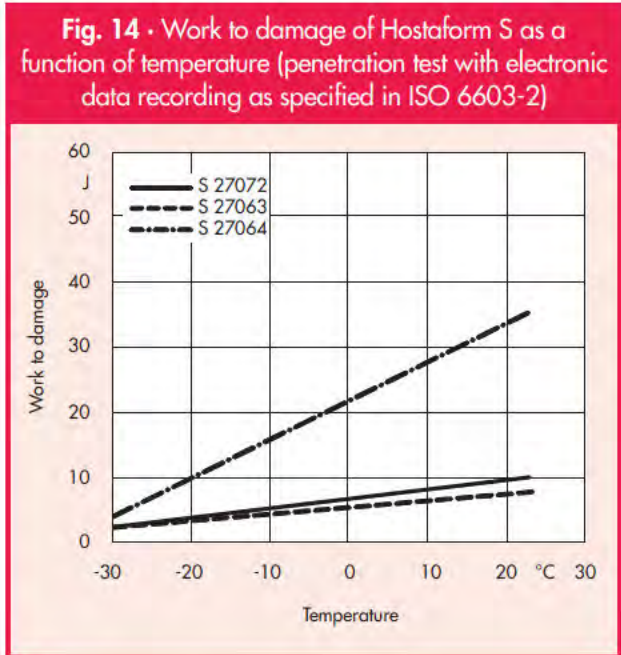
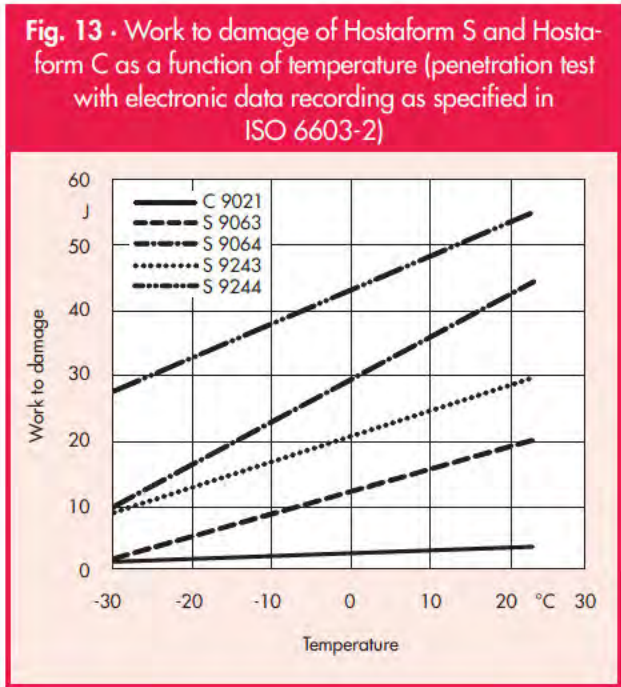


Fig. 15 · Deformation of Hostaform S and Hostaform C as a function of temperature (penetration test with electronic data recording as specified in ISO 6603-2)

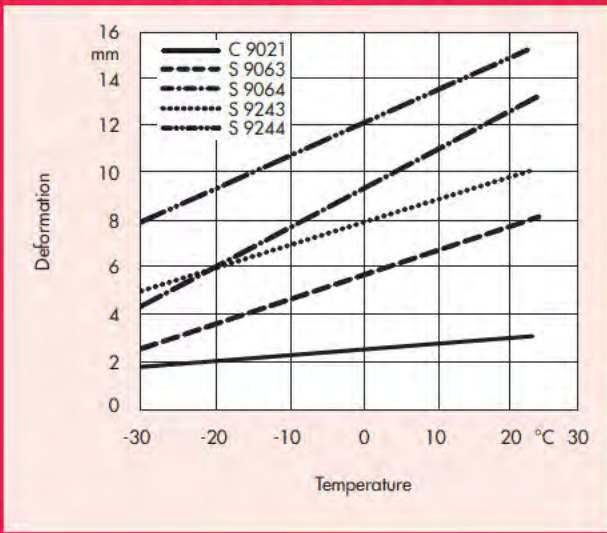


Fig. 17 · Notched impact strength (Charpy) according to ISO 179/1 e A of Hostaform S compared with Hostaform C as a function of temperature

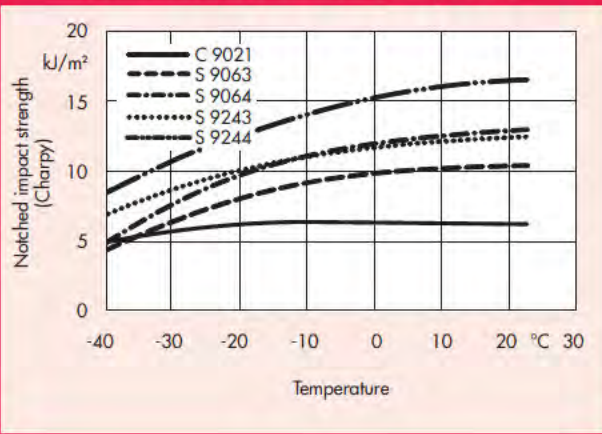


Fig. 16 · Deformation of Hostaform S as a function of temperature (penetration test with electronic data recording as specified in ISO 6603-2)

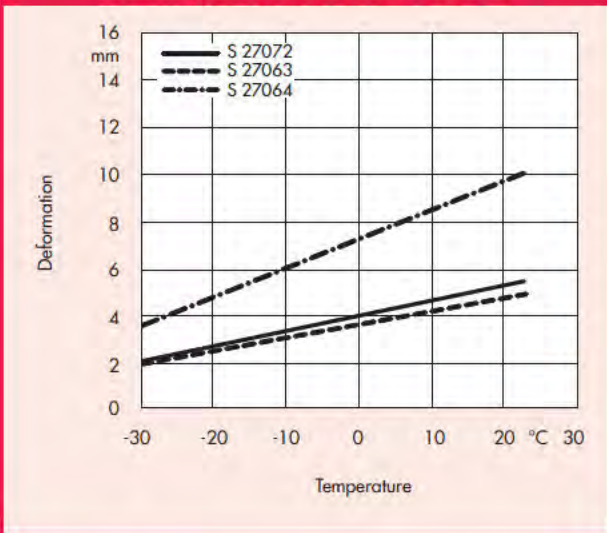
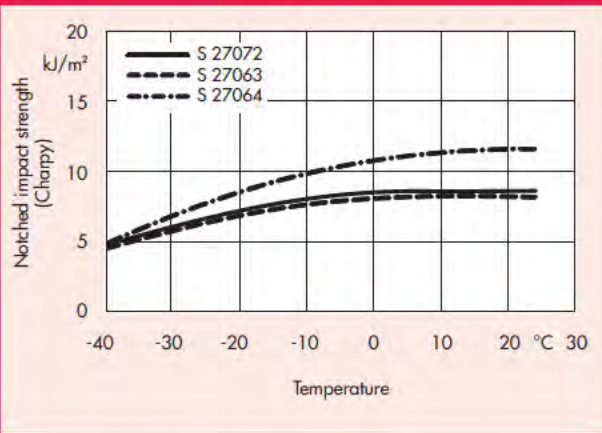


Fig. 18 · Notched impact strength (Charpy) according to ISO 179/1 e A of Hostaform S as a function of temperature

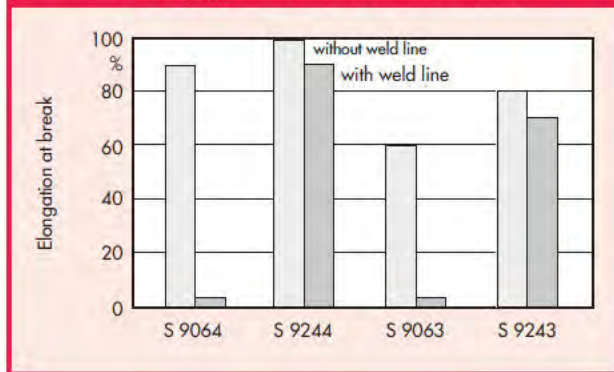


At room temperature, the differentiation evident in table 1 can be seen; at -40 °C, most grades are at the same level while grades S 9243 and S 9244 show significantly better toughness.

Figs. 17 and 18 show the effect of temperature on the notched impact strength of the S grades; fig. 17 makes a comparison with Hostaform C 9021.

Grades S 9243 and S 9244 have flow properties comparable with those of S 9063 and S 9064 but can be processed without macroscopic phase separation (delamination). In addition they have high weld strength. As can be seen from fig. 19, the elongation at break values of test specimens gated on one and both sides are practically the same.

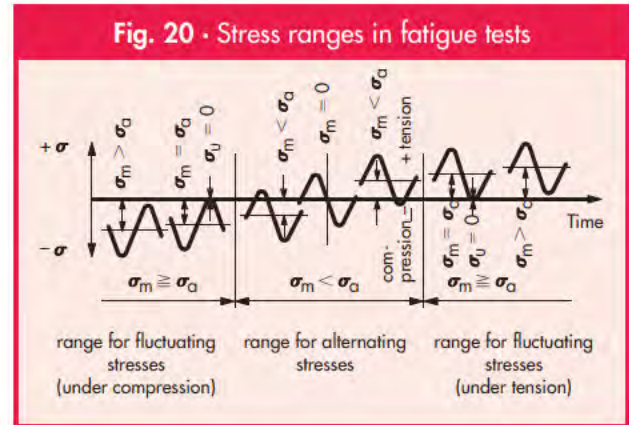
Fig. 19 · Elongation at break of some Hostaform S grades, determined on test specimens (no. 3, ISO 527) gated on one and both sides



3.1.4 Properties under cyclic stress

Structural components subject to periodic stress must be designed on the basis of fatigue strength, ie the cyclic stress amplitude σ_a obtained in the fatigue test – at a given mean stress σ_m – which a test specimen withstands without failure over a given number of stress cycles, eg 10^7 , (“Wöhler curve”). The various stress ranges in which tests of this nature are conducted are shown in fig. 20.

For most plastics, the fatigue strength after 10^7 stress cycles is 20 to 30% of the ultimate tensile strength determined in a tensile test. It decreases with increasing temperature and stress cycle frequency, and with the presence of stress concentration peaks in notched components.



In the following figs., Wöhler curves are shown for Hostaform C 9021 (applicable with good approximation to the other basic grades as well) and also for Hostaform C 9021 GV 1/30 (determined in the alternating and fluctuating flexural stress ranges).

The Wöhler curve for tensile/compressive alternating stress is reproduced in fig. 21. According to the diagram, the fatigue strength under tensile/compressive alternating stress for 10^7 stress cycles amounts to $\sigma_w = \pm 20$ MPa.

Fig. 22 shows the behaviour of Hostaform in the fluctuating tensile stress range.

Fig. 21 · Wöhler curve for Hostaform C 9021, determined in the tensile/compressive alternating stress range (test specimen 3 from tensile test ISO 3167; also a good approximation for the other unmodified Hostaform grades)

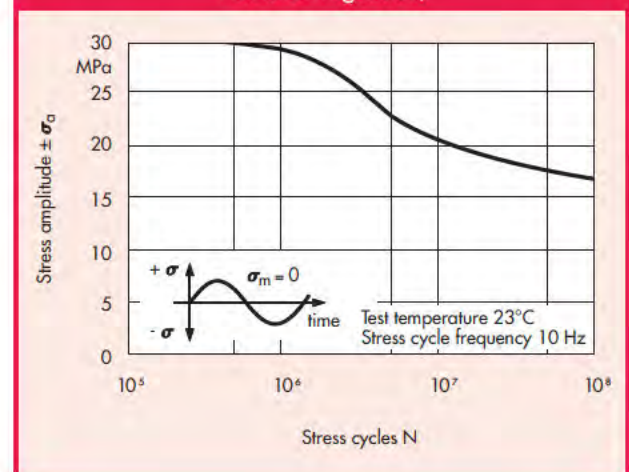


Fig. 22 · Wöhler curve for Hostaform C 9021, determined in the fluctuating tensile stress range (test specimen 3 from tensile test ISO 3167; also a good approximation for the other unmodified Hostaform grades)

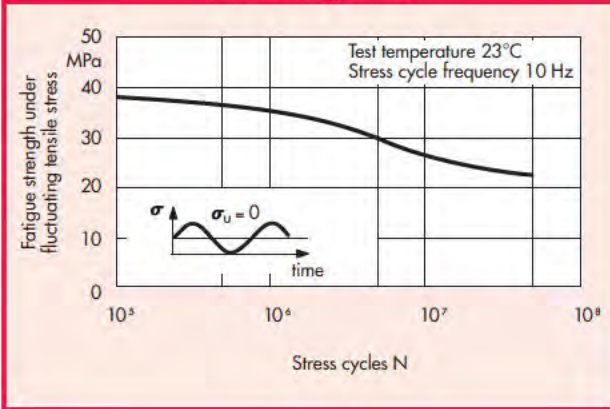
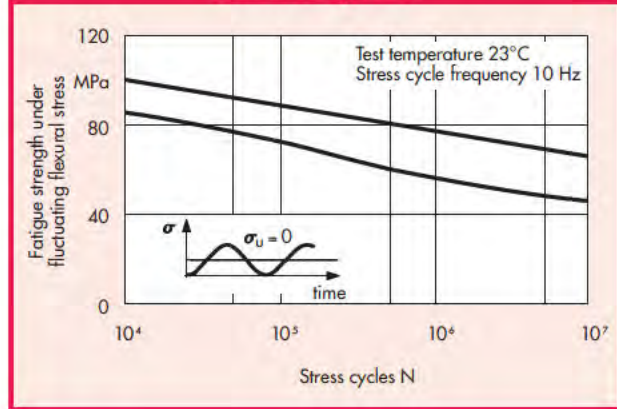


Fig. 24 · Wöhler curves for Hostaform C 9021 (b), and Hostaform C 9021 GV 1/30 (a), determined in the fluctuating flexural stress range (curve b is also a good approximation for the other unmodified Hostaform grades)



The Wöhler curves for alternating flexural stress obtained with test specimen 1 (6 mm thick) are shown in fig. 23 and those for fluctuating flexural stress in fig. 24.

Similarly in fatigue strength tests under torsional stress, values under fluctuating and alternating torsional stress conditions are determined. The Wöhler curves obtained on test specimens with a circular cross section (diameter in the measuring zone 8 mm) at room temperature and a test frequency of 10 Hz are shown in figs. 25 and 26.

Fig. 23 · Wöhler curves for Hostaform C 9021 GV 1/30 (a), C 9021 (b), S 9244 (c) and S 9064 (d) determined alternating flexural stress range (curve b is also a good approximation for the other unmodified Hostaform grades)

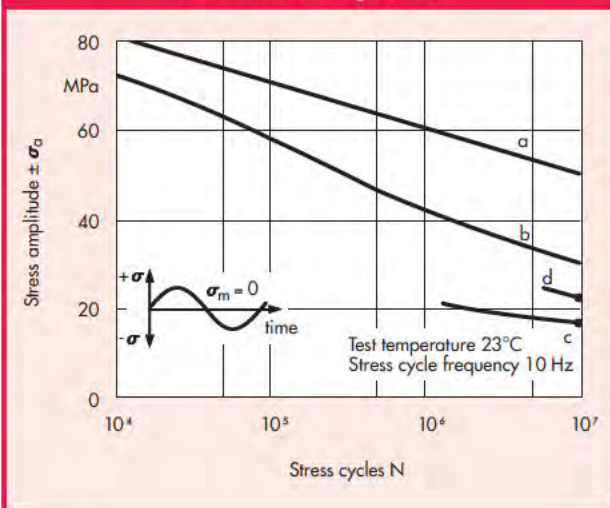


Fig. 25 · Wöhler curve for Hostaform C 9021, determined in the fluctuating torsional stress range (also a good approximation for the other unmodified Hostaform grades)

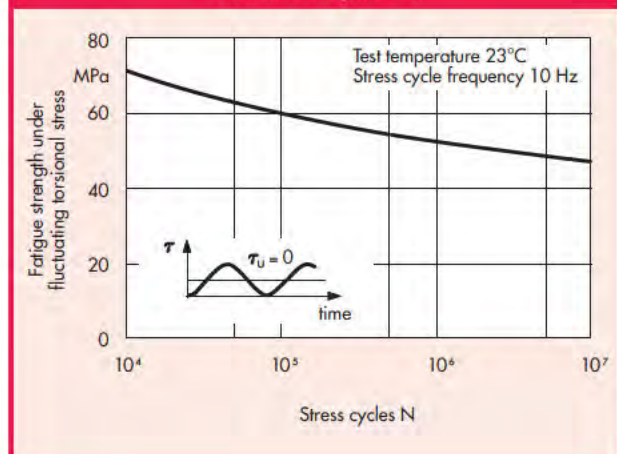


Fig. 26 · Wöhler curve for Hostaform C 9021, determined in the alternating torsional stress range (also a good approximation for the other unmodified Hostaform grades)

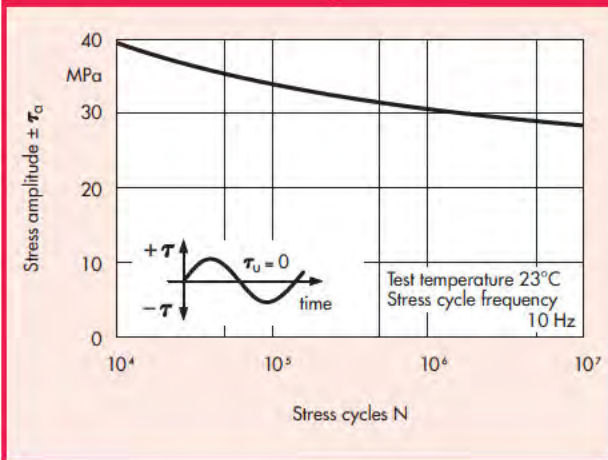
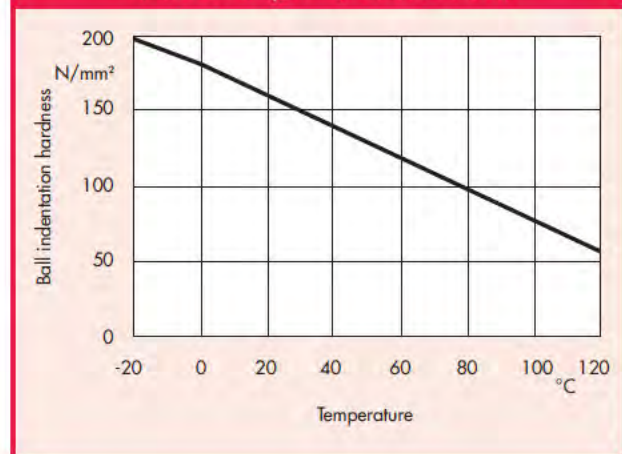


Fig. 27 · Ball indentation hardness of Hostaform C 9021 as a function of temperature (according to ISO 2039 part 1, 30-sec values)



3.1.5 Surface properties

Hostaform has outstandingly good surface properties, such as hardness, abrasion resistance and low-friction behaviour, which are important in many technical applications.

Hardness

For thermoplastics, it is customary to determine ball indentation hardness in accordance with ISO 2039 part 1. The effect of temperature on the ball indentation hardness of Hostaform C 9021 is shown in fig. 27.

The other basic grades have comparable hardness, except the grades C 2521 and M30AE based on the low molecular weight POM.

The reinforced grades have a higher ball indentation hardness than Hostaform C 9021 while the high-impact grades possess lower hardness. In each case, the type and quantity of reinforcing material or additive makes a difference to the actual hardness value.

Slip properties

Mouldings made from Hostaform have good slip properties, which accounts for the successful use of this material for gearwheels, bearings and sliding and control elements.

It should be remembered that slip properties are always characteristic of a particular system. In other words, coefficients of friction are not material constants but depend on the sliding partner, surface pressure loading, sliding speed and measuring equipment used, ie they are a function of the whole system.

Tests carried out at 20 to 90°C to determine the friction coefficient of Hostaform against itself (both materials unmodified) showed mean values of 0.35 for the static and 0.25 for the dynamic friction coefficient. Fig. 28 compares the friction coefficients of unmodified Hostaform, Hostaform C 9021 K and C 9021 M (region b), C 9021 TF (region c) and C 9021 GV 1/30 (region a) in sliding contact with hardened and polished steel with a roughness height of 2.5 μm as a function of the pressure loading p at a constant sliding speed of $v = 10 \text{ m/min}$. The measurements were carried out under simulated bearing conditions using a system of steel shaft and plastic bearing.

Fig. 28 · Dynamic friction coefficient μ of various Hostaform grades as a function of loading pressure in sliding contact with steel with a roughness height of $2.5 \mu\text{m}$ at a sliding speed of $v = 10 \text{ m/min}$

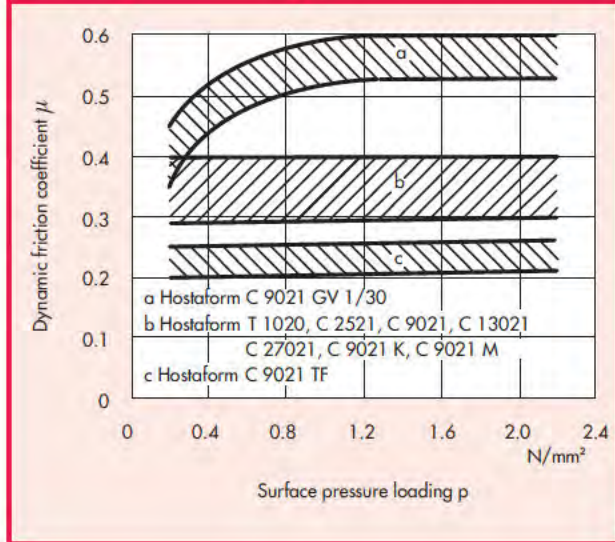


Fig. 30 · Dynamic friction coefficient μ of various Hostaform grades as a function of surface pressure loading p in sliding contact with steel with a roughness height of $2 \mu\text{m}$ at a sliding speed of $v = 5 \text{ mm/min}$

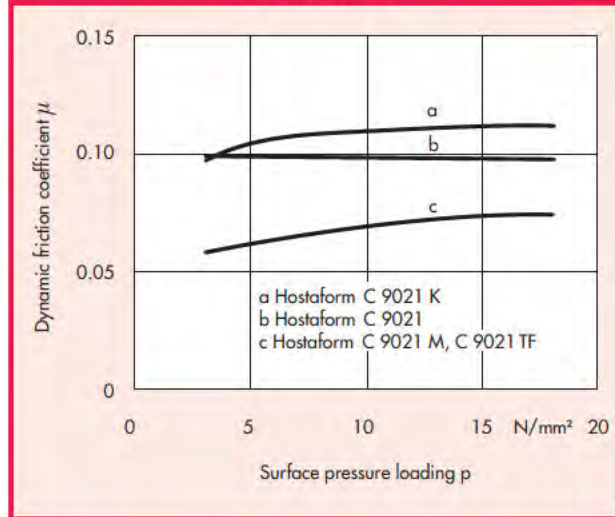
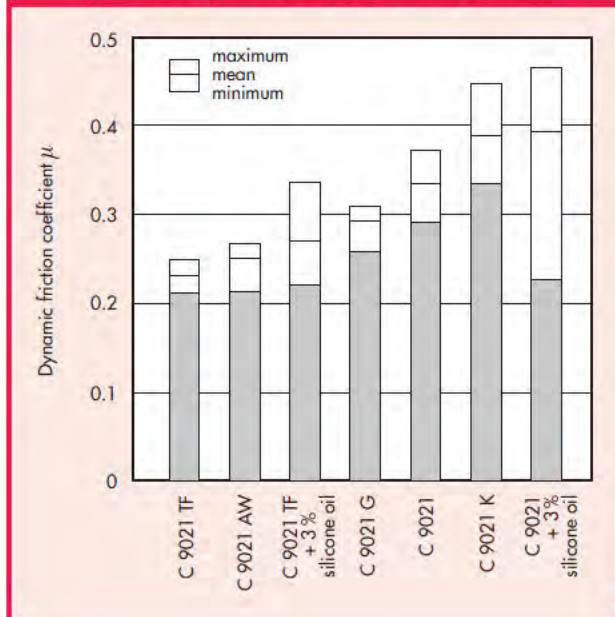


Fig. 29 · Dynamic friction coefficient μ of various Hostaform grades, determined under simulated bearing conditions in sliding contact with steel (sliding speed $v = 20 \text{ m/min}$, mean pressure loading $p = 1.25 \text{ N/mm}^2$, test duration $\approx 30 \text{ min}$)



With the same test arrangement but at a sliding speed of 20 m/min and a constant pressure loading of 1.25 N/mm^2 , the dynamic friction coefficients shown in fig. 29 were determined. From this comparison, it can be seen that grade C 9021 G comes between C 9021 and C 9021 TF.

The slip behaviour of various Hostaform grades against steel with a roughness height $R_t \approx 2 \mu\text{m}$ at a low constant sliding speed of 5 mm/min and comparatively high pressure loadings is shown in fig. 30.

Apart from the inherently low level of friction coefficient for all Hostaform grades, the beneficial effect of MoS_2 and PTFE (curve c) under the test conditions is clearly seen.

Hostaform C 9021 M can therefore be used where low sliding speeds, high pressure loadings and short slide paths occur, as is frequently the case in pendulum bearings, guides and similar applications.

Polyoxymethylene Copolymer (POM)

Under the above conditions, the PTFE-modified grade Hostaform C 9021 TF is equally effective. This grade performs better than C 9021 M at higher sliding speeds, as the following comparison shows:

dynamic friction coefficient μ	
at sliding speed	$v = 230 \text{ mm/min}$
and pressure loading	$p = 6 \text{ N/mm}^2$
Hostaform C 9021 M	$\mu = 0.12$
Hostaform C 9021 TF	$\mu = 0.09$

For sliding parts operating under normal conditions, it is best to use unmodified Hostaform or Hostaform C 9021 K which, with its more advantageous wear properties, is particularly suitable for unlubricated sliding elements.

The load-carrying capacity of slide bearings is expressed by the $p \cdot v$ values, which are the product of the specific bearing load p (N/mm²) and the peripheral speed of the shaft journal v (m/min).

The peripheral speed v is calculated from equation (1):

$$v = \frac{n \cdot d_w \cdot \pi}{1000} \quad [\text{m/min}] \quad (1)$$

d_w shaft diameter [mm]
 n shaft speed [1/mm]

Using fig. 31, this calculation is simplified to:

$$v = f \cdot n \quad [\text{m/min}] \quad (2)$$

The specific bearing load p is calculated from equation (3) by dividing the bearing load F by the projected bearing surface:

$$p = \frac{F}{d_L \cdot l} \quad [\text{N/mm}^2] \quad (3)$$

where F bearing load [N]
 d_L inside diameter of bearing [mm]
 l length of bearing [mm]

For peripheral speeds up to about 30 m/min, on the basis of previous test results we may, according to fig. 32 for unlubricated bearings, assume the value:

$$p \cdot v = 8 \frac{\text{N}}{\text{mm}^2} \cdot \frac{\text{m}}{\text{min}}$$

Fig. 31 · Factor f for calculating the peripheral speed v according to equation (2)

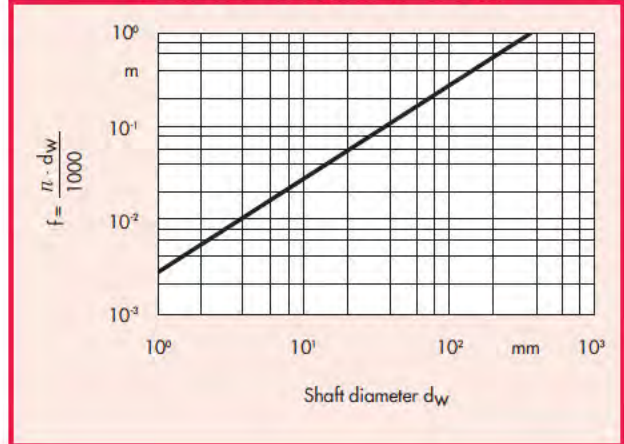
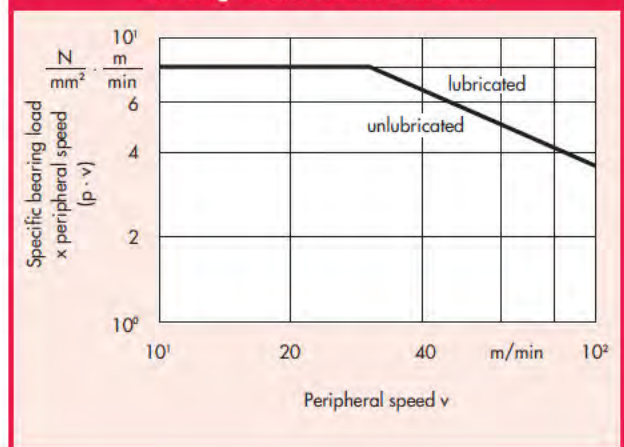


Fig. 32 · Recommended load limits for unlubricated bearings made from Hostaform



For higher $p \cdot v$ values, bearings must normally be lubricated. Rise in bearing temperature is usually unpredictable, so that each bearing should be tested under service conditions.

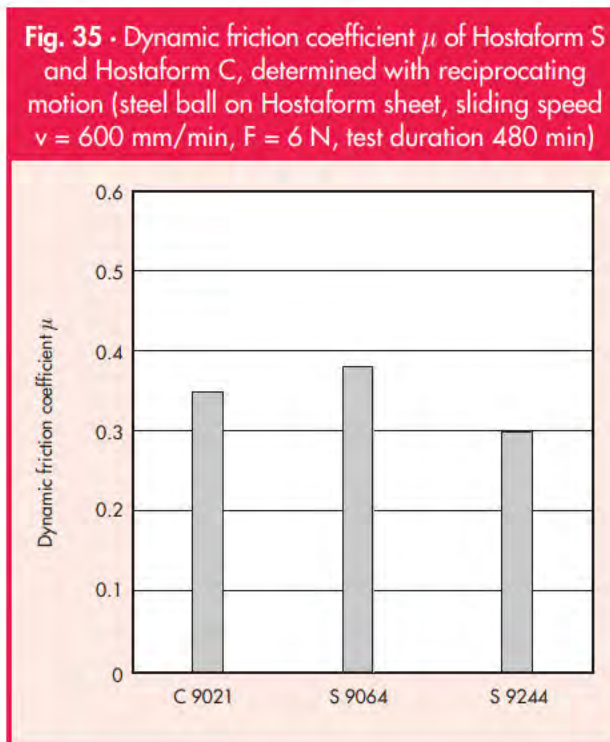
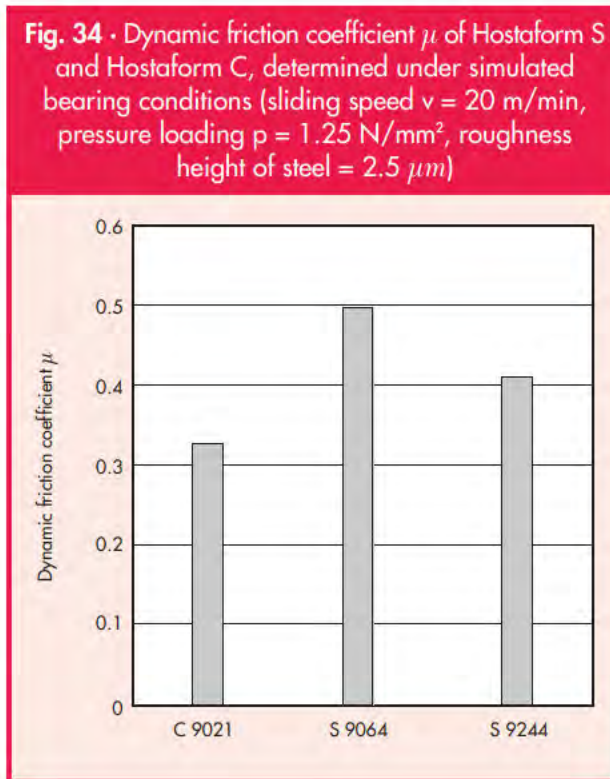
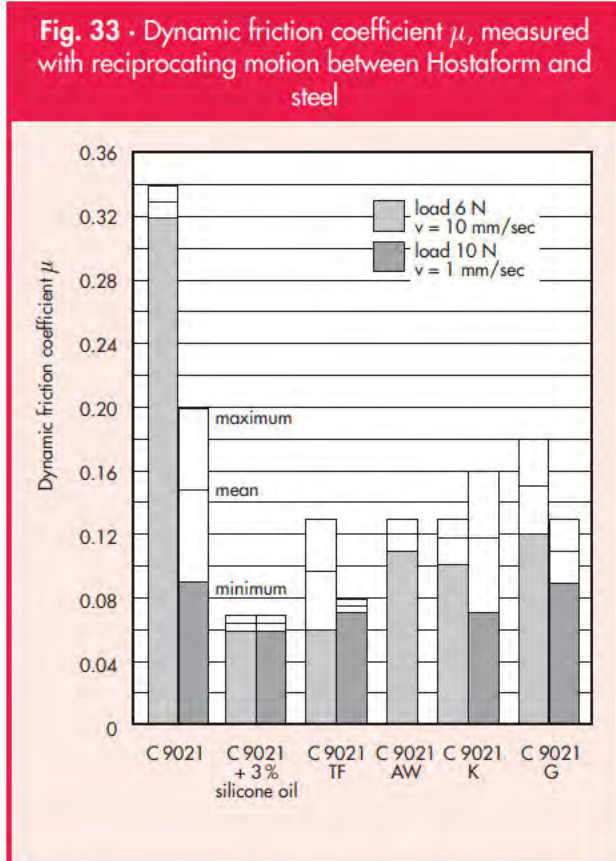
Polyoxymethylene Copolymer (POM)

Reliable long-term operation was achieved, for example, with a lubricated bearing having an inside diameter of 25 mm at a peripheral speed of 60 m/min and a $p \cdot v$ value of 30 N/mm² · m/min.

It should be borne in mind that the curve in fig. 32 does not represent a universally valid characteristic function; the $p \cdot v$ values shown should be regarded as guide values. The values obtainable in individual cases are dependent on numerous design and operational factors and may therefore be below, but possibly also above, the stated values. Where service temperatures exceed 20 °C, safety factors should be applied to the stated $p \cdot v$ values. Where temperatures in the sliding zone of the bearing exceed 80 to 100 °C, a marked increase in wear must be expected. For this reason, the ambient temperature should not exceed 50 to 60 °C.

With reciprocating motion between Hostaform and steel, loads of 6 and 10 N and speeds of 10 and 1 mm/sec, the dynamic friction coefficients shown in fig. 33 are obtained.

have slightly higher friction coefficients than Hostaform C 9021, in the second they are practically the same.



The slip behaviour of Hostaform S is shown in fig. 34 (under simulated bearing conditions) and fig. 35 (reciprocating motion). While in the first case the S grades

Wear

Like slip behaviour, wear is not a material constant but a system characteristic which severely limits the general applicability of test results.

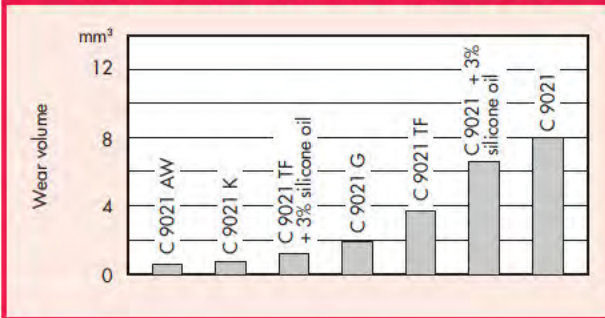
High hardness and a low friction coefficient are contributory factors in the better wear resistance which components made from Hostaform often exhibit as compared with parts manufactured from other plastics or from metals. In abrasion tests conducted with the aid of the Taber CS 17 abrader wheel used in the USA (10 N load, 23 °C, 50% relative humidity), there was very low weight loss.

Similar good results were obtained in wet abrasion tests with grinding media in ball mills.

Comparative trials conducted with both cylindrical sliding elements and bearing bushes have shown that in wear tests against steel the abrasion properties of Hostaform may be described as very good compared with other plastics, when the surface roughness of the opposing steel R_t is $\leq 2 \mu\text{m}$.

The test results shown in fig. 36 a relate to trials in which cylindrical specimens of plastic were pressed under slight load against a rotating steel shaft.

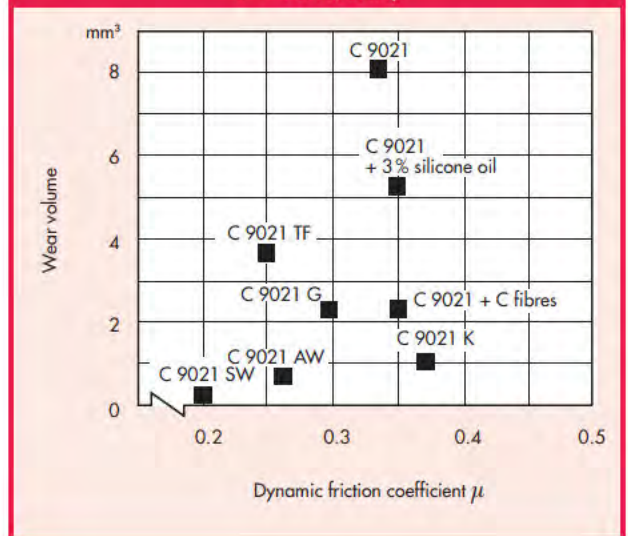
Fig. 36 a · Wear of various Hostaform grades in dry sliding contact with a rotating polished steel shaft (roughness height $0.8 \mu\text{m}$, peripheral speed of the shaft $v = 136 \text{ m/min}$, load $F_N = 3.1 \text{ N}$)



The criterion for comparison is the volume of the groove worn into the specimen after a given time. The much lower wear susceptibility of the Hostaform grades C 9021 AW, C 9021 K, C 9021 G and C 9021 TF as compared with unmodified Hostaform C 9021 can be clearly seen, although the latter grade may still be classed as low-wear compared with other materials. To reduce wear, therefore, the grades with improved slip properties should be used. Another possibility is to add silicone oil, which can improve both slip properties and abrasion resistance. Since this improvement depends not only on the opposing material but also on the silicone oil content of the formulation, practical trials to determine the optimum blend ratio are recommended. Further options include once-only lubrication or pairing of different materials, eg Hostaform C 9021/C 9021 K or Hostaform/Celanex® [20].

Low friction coefficient combined with low wear are also provided by grades Hostaform C 9021 AW and C 9021 SW. The wear slip properties are summarized in fig. 36 b.

Fig. 36 b · Dynamic friction coefficient μ and wear volume of some Hostaform grades (opposing material: steel; wear volume determined with wear shaft – pin/roll – for 60 h; dyn. friction coefficient determined with friction balance 0.5 h, $p = 1.25 \text{ N/mm}^2$, $v = 10 \text{ m/min}$)



Polyoxymethylene Copolymer (POM)

The pigmentation of Hostaform can influence its wear properties. Preliminary tests are therefore recommended whenever coloured material is to be used.

As fig. 37 shows, the elastomer-modified Hostaform S grades have similar good sliding and wear properties to the corresponding unmodified Hostaform C grades. In addition, the S grades, because of their elastomer content, have better damping properties than the C grades and are therefore ideal for the production of quietly operating sliding parts, eg for drive pinions.

Further information on the sliding behavior of Hostaform is given in the brochure “Plain bearings made from engineering thermoplastics” (order no. B.2.3), the product information brochure “Products for tribological applications” (IT BR 1007D) and the Hostaform Tribology Navigator (TS-DS 1008), which helps you preselect a grade for a specific application from the range of Hostaform tribology specialties.

3.2 Thermal properties

The most important thermal properties of a plastic include:

- melting point, transition temperatures or phase change regions, specific heat, enthalpy, thermal conductivity, coefficient of expansion
- thermal stability (stability of the melt at processing temperature).

Specific heat

Fig. 38 shows the specific heat of Hostaform C 9021 as a function of temperature. The increase in enthalpy, calculated from the specific heat and based on an enthalpy value of zero at 20 °C, is shown in fig. 39.

It is essential in designing processing machines and in design calculations for moulded parts to know how much heat must be supplied or removed in processing Hostaform. In determining the approximate amount of heat to be removed, for example, in cooling the Hostaform melt from 220 °C to 90 °C, the following procedure is adopted (see fig. 39):

enthalpy at 220 °C	586 kJ/kg
– enthalpy at 90 °C	105 kJ/kg
= heat to be removed	481 kJ/kg

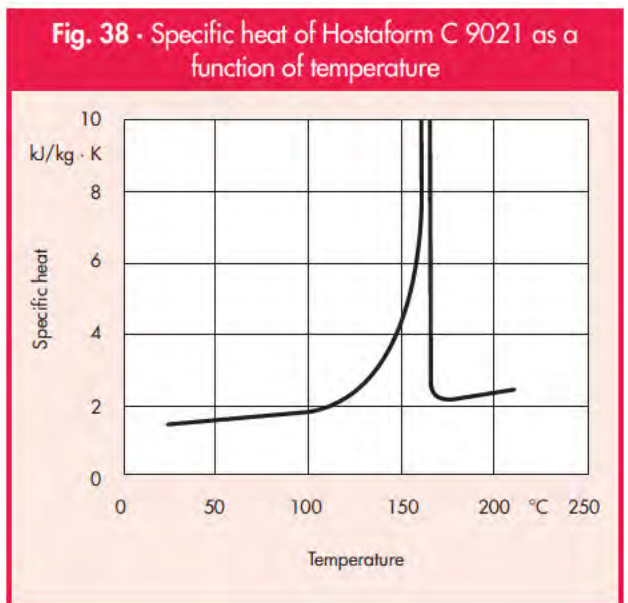
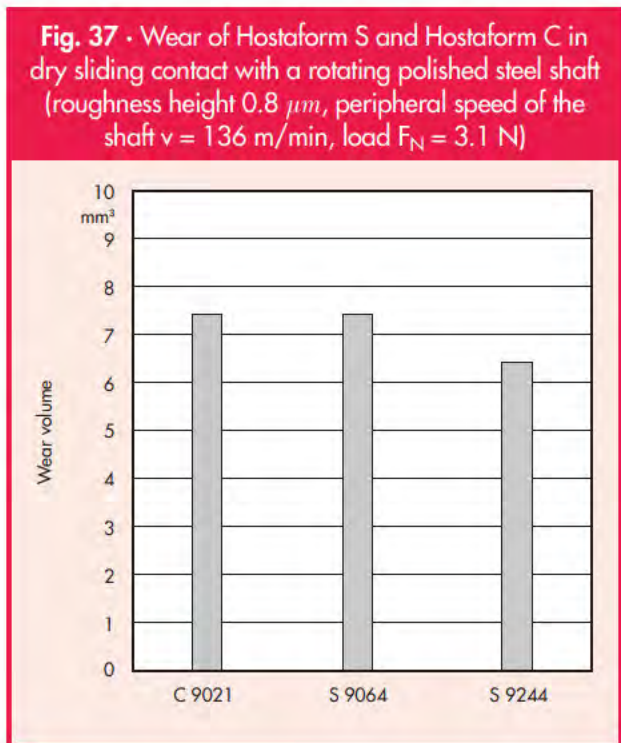


Fig. 39 · Enthalpy curve for Hostaform C 9021 (based on 20°C)

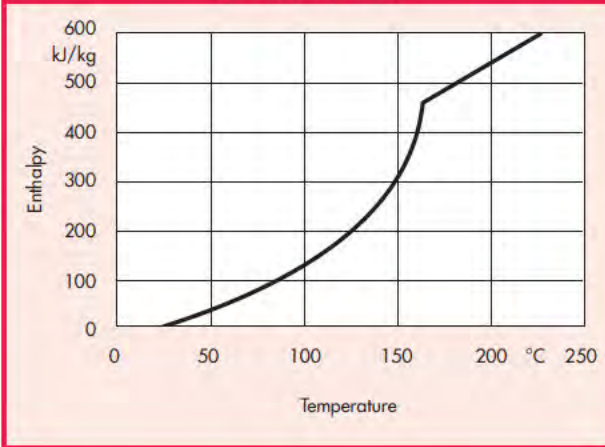
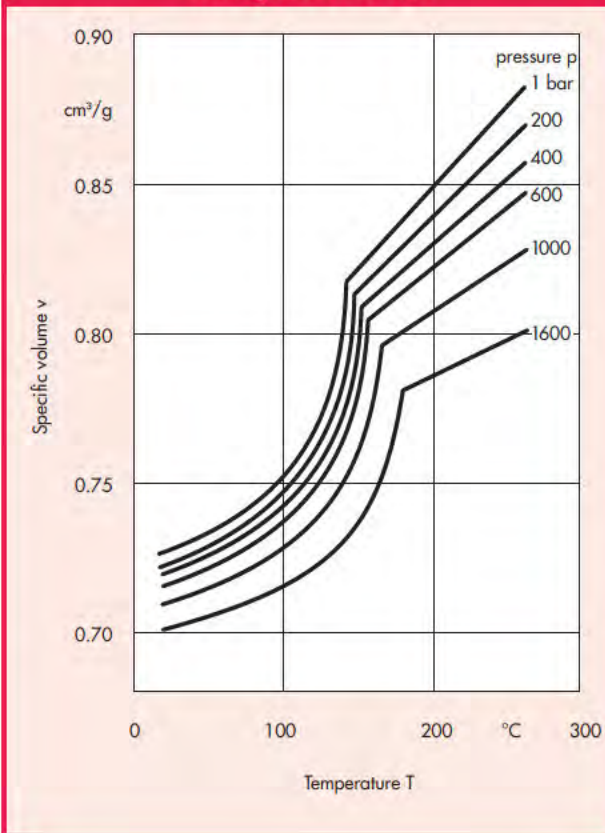


Fig. 40 · Specific volume v of unreinforced Hostaform C as a function of temperature T and pressure p (p-v-T-graph), measured at a cooling rate of 12 K/s



Specific volume

The specific volume (= reciprocal of density) of the Hostaform basic grades can be read off the p-v-T (pressure-specific volume-temperature) graph for the temperature range 20 – 250 °C (fig. 40).

Thermal conductivity

The thermal conductivity of the Hostaform basic grades at 20 °C is $\lambda = 0.31 \text{ W/m} \cdot \text{K}$; for Hostaform C 9021 GV 1/30, the conductivity value is $0.41 \text{ W/m} \cdot \text{K}$ and for the high-impact grades ranges between 0.27 and $0.34 \text{ W/m} \cdot \text{K}$.

Coefficient of linear expansion

The linear expansion coefficient α of the Hostaform basic and reinforced grades is shown in fig. 41 as a function of temperature. As with most materials, it increases with rising temperature. As can also be seen from fig. 41, the glass-fibre-reinforcement reduces both the value and rate of increase of α . Furthermore, with Hostaform C 9021 GV 1/30, α is dependent on flow direction owing to orientation of the glass fibres during processing.

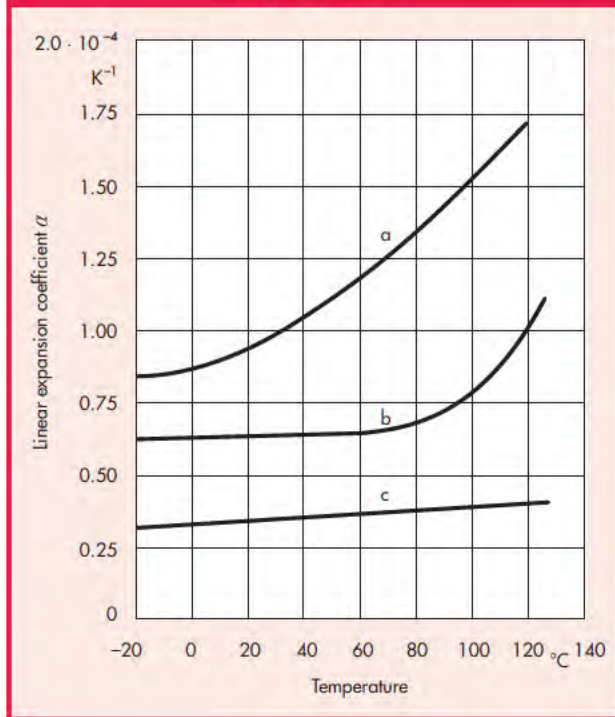
The Hostaform S grades have about a 20 to 30% higher expansion coefficient than the basic grades.

Using the mean value for the coefficient of linear expansion α_m , the length l of a moulding at temperature ϑ may be calculated according to the equation:

$$l_{\vartheta} = l_0 [1 + \alpha_m (\vartheta - \vartheta_0)] \quad (4)$$

where l_0 is the length of the moulded article at the reference temperature ϑ_0 . The mean value α_m at various temperatures can be read off fig. 41.

Fig. 41 · Linear expansion coefficient α of unreinforced Hostaform C and Hostaform C 9021 GV 1/30
 a Hostaform C, unreinforced
 b Hostaform C 9021 GV 1/30 perpendicular to flow direction
 c Hostaform C 9021 GV 1/30 parallel to flow direction



Thermal stability

Thermal stability is meant here in its narrow sense, ie the thermal stability of the melt at processing temperature. The thermal stability of Hostaform derives from comonomer units with stable C-C bonds, which are statistically distributed in the molecular chains of the base polymer. When the polymer is subject to thermooxidative attack, chain scission does indeed start to occur accompanied by formation of low-molecular-weight polymers and thermally unstable end groups. However, degradation can proceed only as far as the next comonomer unit, is therefore minimal and the remaining fragments are thermally stable. The rate of thermooxidative attack increases with rise in temperature while the extent of attack is time-dependent.

For this reason, it is advisable to remain within the target processing range shown in fig. 42, ie the maximum melt-temperature-related residence time of the Hostaform basic grades in the plasticizing cylinder of a processing machine should not be exceeded; the specified range should also be observed when processing the high-impact and glass-sphere-reinforced grades.

Fig. 42 · Recommended maximum residence time of Hostaform basic grades in the plasticizing cylinder of a processing machine



Thermal degradation during processing, eg injection moulding, which might impair moulded-part properties can be readily determined by measuring the melt mass-flow rates MFR 190/2.16 and MFR 190/15 and then dividing MFR 190/15 by MFR 190/2.16.

If this value, determined on specimens taken from the moulded part, has significantly increased over the value of the starting material, then the moulding material has been thermally degraded during processing and correction of processing conditions, eg melt temperature and/or residence time t_V in the plasticizing cylinder, is required. The following applies:

$$t_V = \frac{\text{weight of melt in the cylinder} \times \text{cycle time}}{\text{weight per shot including sprue}}$$

3.3 Electrical properties

Hostaform has good electrical insulating and dielectric properties, except for the electrically, conductive grades. These in combination with its good mechanical properties have made Hostaform a valued material for numerous applications in the electrical sector.

Volume resistivity

The volume resistivity of Hostaform is $\rho_D = 10^{12} \Omega \cdot m$ for all grades, except for the high-impact and electrically conductive materials; it is therefore largely unaffected by the presence of additives.

Hostaform C 9021 ELSX and EC270TX have a considerably lower volume resistivity. This is due to the formation of a current bridge by the electrically conductive carbon black. Destruction of the carbon black morphology and/or strong orientation of the carbon black particles can impair the current bridge and allow volume resistivity to increase. Selection of adequate wall thickness will counteract this; in addition, low injection rates and high mould wall temperatures should be preferred in processing Hostaform C 9021 ELSX and EC270TX.

Surface resistivity

Surface resistivity gives an indication of the insulation resistance across the surface of a material. The dependence of this value on humidity and surface contamination must be taken into account. In the case of Hostaform, it is appreciably lower than that exhibited by hydrophilic polymers such as certain polyamides. The surface resistivity of most Hostaform grades is in excess of $10^{14} \Omega$. Antistatic modification reduces this to $10^{13} \Omega$, while in the case of C 9021 ELSX and EC270TX the value is lowered even further to $10^3 \Omega$. The surface resistivity of C 9021 ELSX and EC270TX – and also its volume resistivity – can be influenced by processing parameters and moulded-part design. Therefore the electrical properties have to be controlled at the moulded part.

Relative permittivity, dissipation factor

The relative permittivity ϵ_r of the unreinforced Hostaform grades is around 4, that of the reinforced grades between around 4 and 5 and that of the high-impact grades between around 3.6 and 5.

The effect of temperature on relative permittivity is shown in fig. 43 and the effect of frequency in fig. 44.

Fig. 43 · Effect of temperature on the relative permittivity of various plastics (measured at 10^5 Hz)

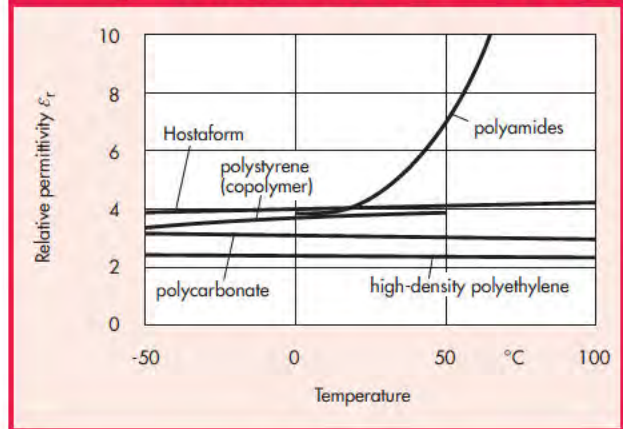
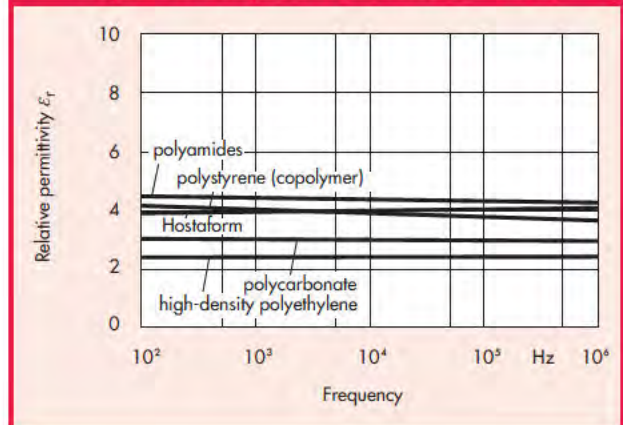


Fig. 44 · Effect of frequency on the relative permittivity of various plastics (measured at 25°C)



3

Polyoxymethylene Copolymer (POM)

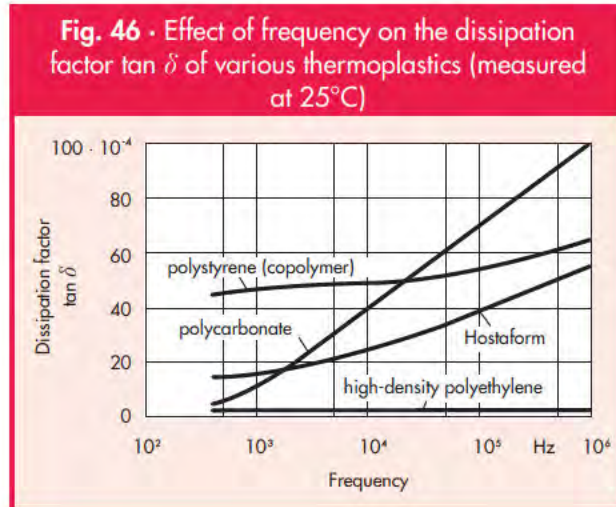
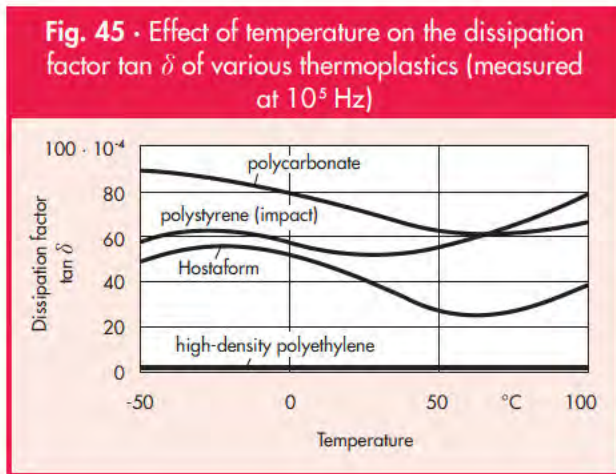
The dissipation factor $\tan \delta$ is a measure of the energy loss in the dielectric by conversion into heat.

Hostaform has a low dissipation factor. Depending on the grade, it is 10^{-3} to 10^{-2} in the frequency range 100 Hz to 1 MHz.

The effect of temperature on the dissipation factor $\tan \delta$ is shown in fig. 45 for a frequency of 10^5 Hz.

Fig. 46 shows the effect of frequency on the dissipation factor $\tan \delta$ at 25°C.

The excellent dielectric properties of Hostaform preclude the use of high-frequency heating and welding for this material.



Dielectric strength

Dielectric strength describes behaviour under short-term, high-voltage stress. It is not a measure of permissible continuous stress. In dielectric strength tests, the voltage ($f = 50$ Hz) is steadily increased at a rate of 1 kV/s until insulation breakdown occurs.

In tests according to IEC 60 243 part 1, the Hostaform basic grades showed dielectric strength values of 28 to 35 kV/mm.

Static charge accumulation

Hostaform in general does not tend to accumulate static charge. For applications in which dust attraction must be absolutely avoided, however, the use of the antistatic-modified grade Hostaform C 27021 AST has proved successful.

Polyoxymethylene Copolymer (POM)

The antistatic modification reduces surface resistivity and at the same time considerably increases the discharge rate, as the following table shows:

Property	Unit	Test method	Hostaform	
			C 27021	C 27021 AST
Surface resistivity	Ω	IEC 60 093	10^{14}	10^{13}
Discharge rate* (half-value time)	S	–	about 60	10 to 25

* Decline in the field strength of a capacitor with the test specimen as a dielectric to 50% of its initial value after charging with 1000 volts.

The antistatic modification has little or no effect on all other properties of Hostaform.

3.4 Optical properties

Hostaform mouldings range from more or less translucent to opaque-white, depending on wall thickness. When a parallel beam of light falls vertically on a compression moulded sheet with parallel faces, the proportion of diffuse light transmission is as follows:

thickness 1 mm: about 60%
 2 mm: about 45%
 4 mm: about 35%

The refractive index n for light in the visible wavelength range is 1.48.

Gloss is dependent mainly on the surface quality of the mould.

4. Effect of the service environment on the properties of Hostaform

In this section, the properties of Hostaform in the presence of certain media and their dependence in some cases on temperature and time of exposure are described. Particular consideration is given to:

- air at elevated temperature
- water
- motor fuels
- chemicals
- weathering
- high-energy radiation
- flammability.

Finally, the status of Hostaform under food legislation comes into this context.

4.1 Properties in air at elevated temperatures

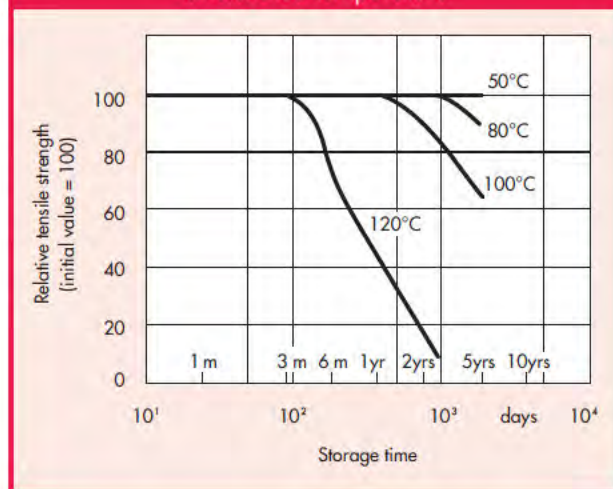
All Hostaform grades are stabilized against thermo-oxidative degradation so that they can be safely processed if the recommendations for the individual grades in section 5 are followed. In addition, finished parts made from Hostaform are able to withstand heat stresses in service, although the level of heat resistance will depend slightly on the particular grade. The progressive deterioration in properties through heat ageing is influenced by a large number of service environment factors in various ways. Terms such as “heat resistance”, “continuous service temperature”, etc. do not therefore describe material constants but should be regarded only in the context of particular application requirements. Experience has shown that short-term temperature stresses of 140 °C (several hours) and continuous stresses of up to 100 °C (months to years) are permissible [4]; grades S 9243 and S 9244 have 20 – 30 °C lower maximum service temperatures, depending on the nature of the stress.

Most Hostaform grades are approved by Underwriters Laboratories (USA) up to temperatures of 50 to 105 °C, depending on stress (category QMFZ 2, file no. E 42 337, master batches are listed under category QMQS2, file no. E 93384).

Figs. 47 to 50 show the change in some physical properties of Hostaform C 9021 when stored in hot air as a function of time and temperature. The properties chosen were tensile strength and elongation at break. The test specimens (acc. to ISO 3167) were not under mechanical stress during the storage period.

The changes in properties are represented in two ways. Fig. 47 shows the relative tensile strength as a function of storage time at 50, 80, 100 and 120 °C.

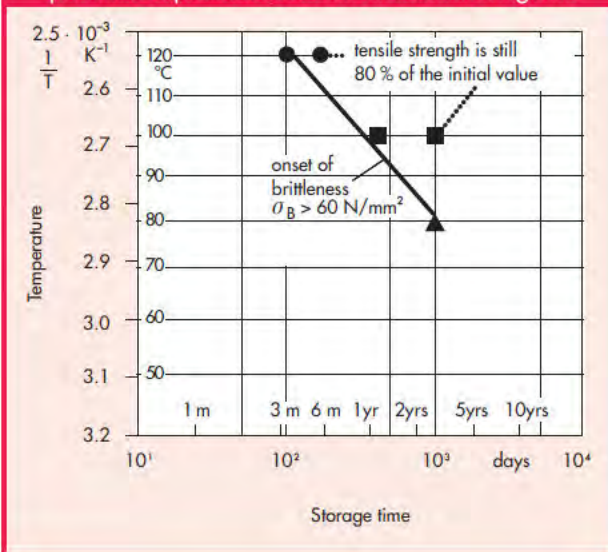
Fig. 47 · Relative tensile strength of Hostaform C 9021 as a function of storage time in air at elevated temperature



From this the very good ageing resistance of Hostaform C 9021 up to temperatures of 100 °C can be seen. At 120 °C, the polymer starts to become brittle after about three months and subsequently the strength falls away relatively quickly.

In fig. 48, the results from fig. 47 are reproduced in an Arrhenius diagram. The x-axis represents time on a logarithmic scale and the y-axis shows the reciprocal value of absolute temperature on a linear scale and the corresponding temperature scale in °C.

Fig. 48 · Change in the tensile strength of Hostaform C 9021 as a function of storage time and temperature represented on an Arrhenius diagram



From this diagram, it is possible to determine the temperature which a plastic can withstand for a certain period of time without a specified property value dropping below a certain limit value. The bold line in fig. 48 gives the time/temperature combinations at which tensile strength starts to decline but is still $> 60 \text{ N/mm}^2$; this value was selected because it may be regarded as defining the start of embrittlement. At the points marked above the bold line on the 100 °C and 120 °C horizontals, tensile strength is still 80% of the initial value.

In the case of Hostaform, as with other thermoplastics, elongation at break is the property most influenced by temperature. From a comparison of figs. 49 with 47 and 50 with 48, it can be seen that elongation falls away more rapidly than strength.

Fig. 49 · Relative elongation at break of Hostaform C 9021 as a function of storage time in air at elevated temperature

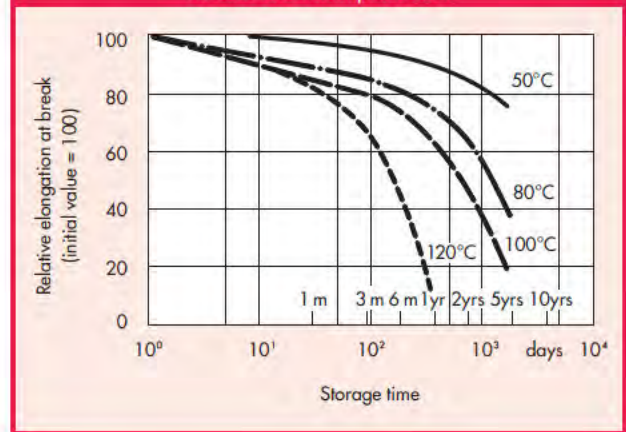
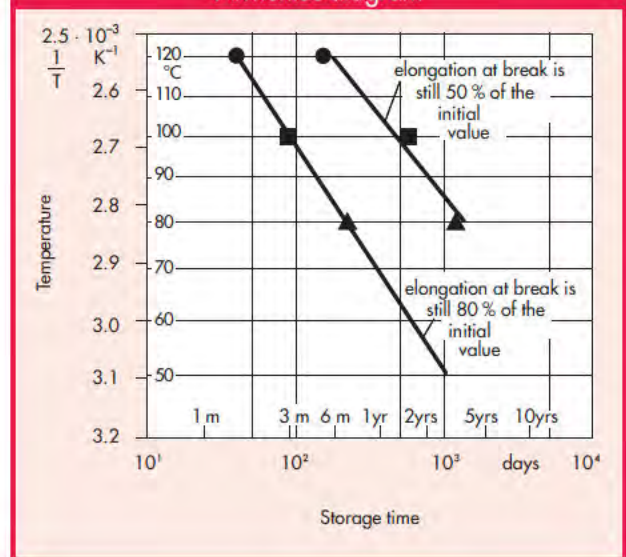


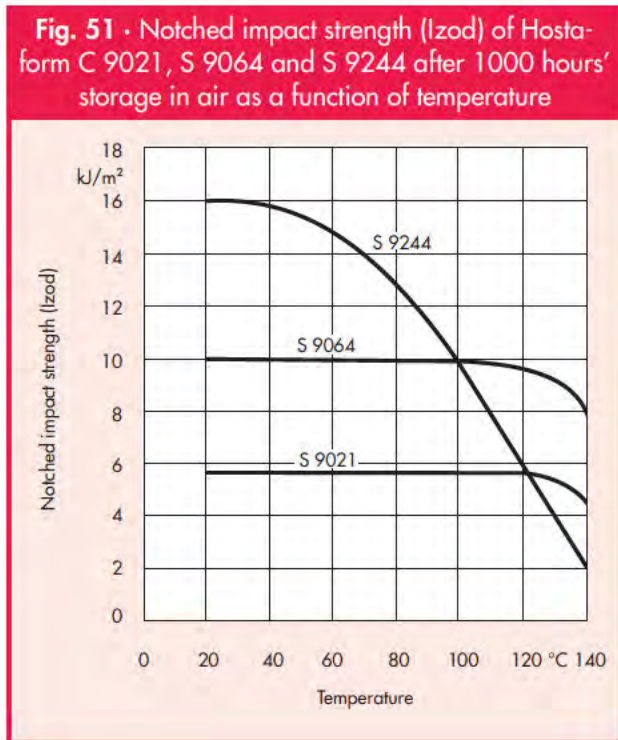
Fig. 50 · Change in the elongation at break of Hostaform C 9021 as a function of storage time and temperature (in air) represented on an Arrhenius diagram



Polyoxymethylene Copolymer (POM)

The aforementioned data on Hostaform C 9021 are generally applicable to the other basic grades, the high-impact grades, except for S 9243/S 9244, and glass-fibre-reinforced Hostaform, except for the elongation at break results. The low-friction and special grades are of course not primarily intended for applications at elevated temperature.

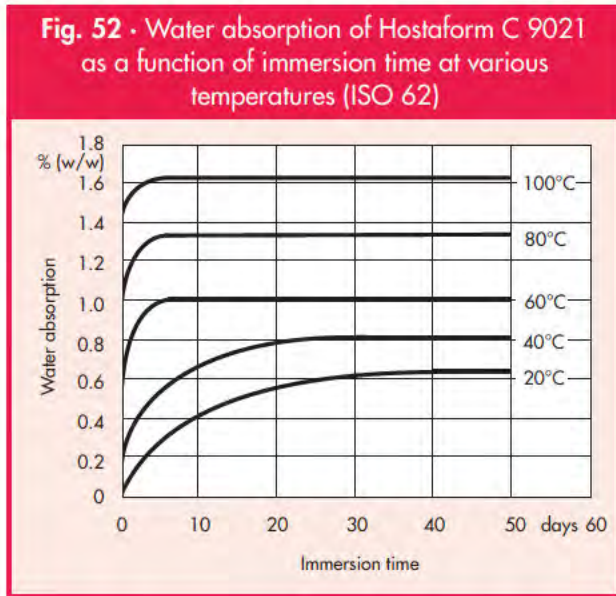
The notched impact strength of Hostaform S 9064 and S 9244 after 1000 hours' storage at various temperatures is shown in fig. 51 in comparison with Hostaform C 9021.



4.2 Properties in water

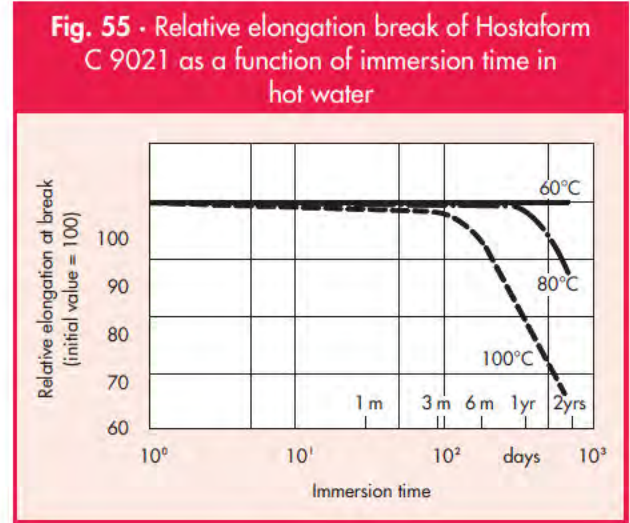
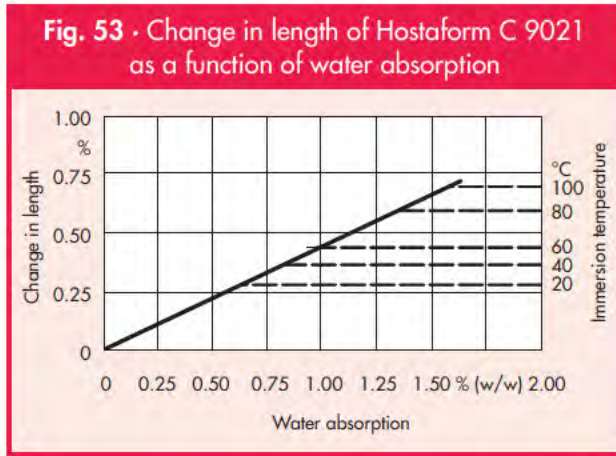
4.2.1 Water absorption

Hostaform has very low water absorption. The basic grades and most low-friction grades have values of appr. 0.1% after 24 hours and appr. 0.2% after 96 hours when tested at 20 °C. The other grades have slightly higher values. The saturation value according to ISO 62 is between 0.12 and 0.25% at 23 °C and 50% relative humidity. Fig. 52 shows the water absorption of Hostaform C 9021 as a function of time over the temperature range 20 to 100 °C. Even at a temperature of 100 °C, water absorption does not exceed about 1.6%.



The change in length of Hostaform C 9021 due to saturation with water at various temperatures is shown in fig. 53 (measured at room temperature).

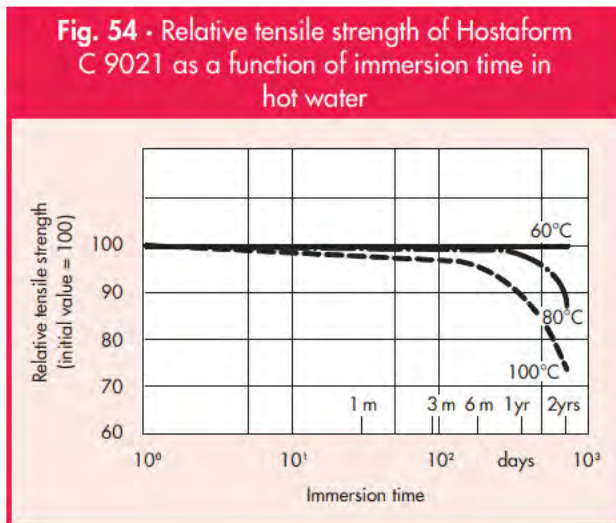
Water absorption by Hostaform is a reversible process, ie on subsequent storage in air the absorbed water is given up again until equilibrium is reached.



4.2.2 Service temperature in hot water

4.2.2.1 Hostaform basic grades

The high thermal stability which Hostaform mouldings exhibit in air is again evident in hot water immersion tests. Figs. 54 and 55 show the changes with time in the tensile strength and elongation at break of Hostaform C 9021 on immersion in hot water at temperatures of 60, 80 and 100 °C.



The minimal decline in these values shows clearly the resistance to hydrolysis achieved through the special chemical structure of Hostaform C. When Hostaform C is heated at the boil in a 1% detergent solution, the resultant change in properties is about the same as after boiling in water. The high ageing resistance in hot water, low water absorption and good resistance to detergent solutions of Hostaform C make it a particularly suitable material for washing-machine and dish-washer components and for kettles. The test specimens which provided the data for figs. 54 and 55 were not mechanically stressed during heat ageing. For this reason, it is not possible to deduce from the results the potential suitability of a particular Hostaform grade for applications involving mechanical stress, eg internally stressed components for sanitary engineering. The criterion for making such an assessment is creep strength as described in section 3.1.2. In addition, the disinfectants used in drinking water (chlorine, ozone) must be taken into account, since they have an adverse effect on creep strength, depending on their concentration.



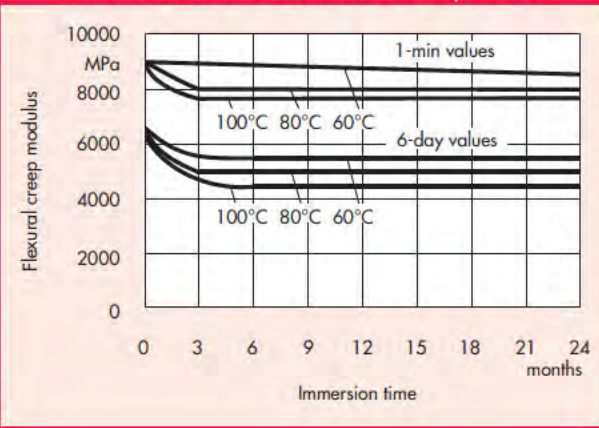
4.2.2.2 Reinforced grades

Glass-fibre-reinforced Hostaform exhibits a relatively rapid loss in tensile strength on contact with hot water and drops back to about the same level of strength as the basic grade (fig. 56). During the further course of heat ageing, glass-fibre-reinforced Hostaform behaves like the unreinforced material, ie the initial decline in tensile strength is not attributable to degradation of the Hostaform matrix; the thermal stability of the reinforced material is practically the same as that of the basic grade. The reason for the initial decline in tensile strength is rather that water attacks the glass fibre/Hostaform interface.

In contrast to tensile strength, the flexural creep modulus of glass-fibre-reinforced Hostaform shows only a slight initial decline on immersion in hot water and then remains at the same level; the extent of the decline is temperature-dependent (fig. 57).

Glass-sphere-filled Hostaform has only limited suitability for use in hot water but can be specially modified for this purpose; our Hostaform Research and Development Department will be pleased to give more detailed information on this.

Fig. 57 · Properties of Hostaform C 9021 GV 1/30 in contact with water; flexural creep modulus as a function of immersion time and temperature



4.2.2.3 Hostaform/elastomer blends

The high-impact Hostaform grades have somewhat lower resistance to hot water than the basic grades. Fig. 58 shows this using the example of the change in tensile strength with time of Hostaform S 9064 and C 9021 on immersion in water at 60, 80 and 100 °C.

Fig. 56 · Properties of Hostaform C 9021 GV 1/30 in contact with water; relative tensile strength as a function of immersion time and temperature

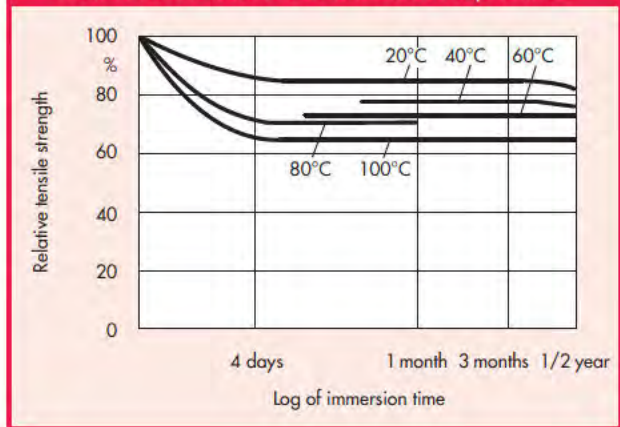
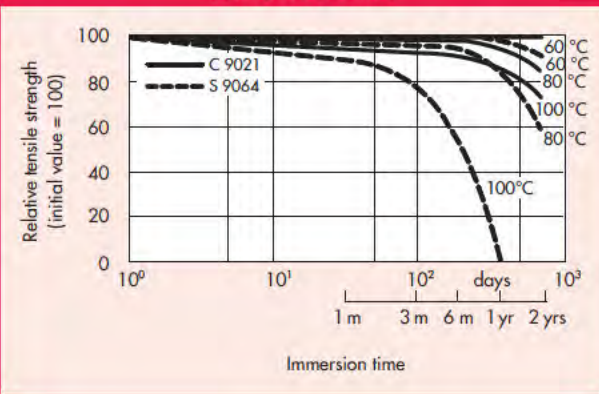


Fig. 58 · Relative tensile strength of Hostaform C 9021 and S 9064 as a function of immersion time in hot water



4.2.3 Resistance to chlorinated drinking water

Hostaform is already used for fluid handling in many drinking water applications. Hostaform MR130ACS is supplied as a special grade with better resistance to chlorinated drinking water than the standard Hostaform grade C 9021. This is shown by the results of the tests described below.

Hostaform MR 130ACS and Hostaform C 9021 were immersed stress-free in chlorinated water using the following test parameters:

- Medium: Chlorine solution with 10 mg/l free chlorine (chlorine bleaching solution)
- Temperature: 60°C – controlled
- pH-Value: 6.5 – controlled
- Test duration: 2000 h

The chlorine concentration was held constant throughout the immersion period by adding chlorine.

This complies with a regular drinking water supply in real applications.

The results are shown in Figures 59a (tensile stress at break) and 59b (elongation at break). The tests confirm the better resistance of Hostaform MR130ACS to chlorinated water as compared with Hostaform C 9021. This is even more pronounced at low wall thickness.

Fig. 59a · Relative change in the tensile stress at break of Hostaform C 9021 and MR130ACS after immersion in chlorinated water (60 °C/10 mg/l chlorine concentration); ISO 527 A and 1/4 test bars (4 mm/1 mm wall thickness)

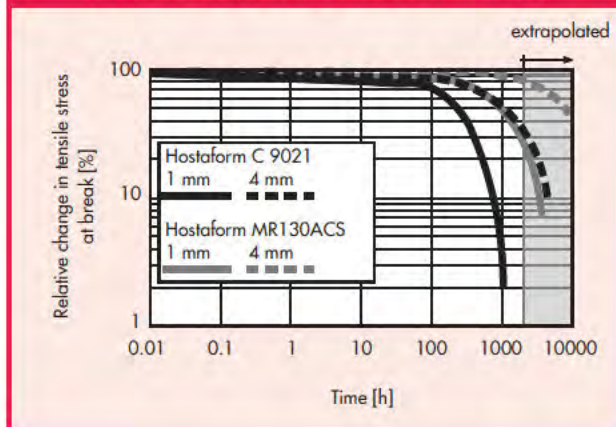
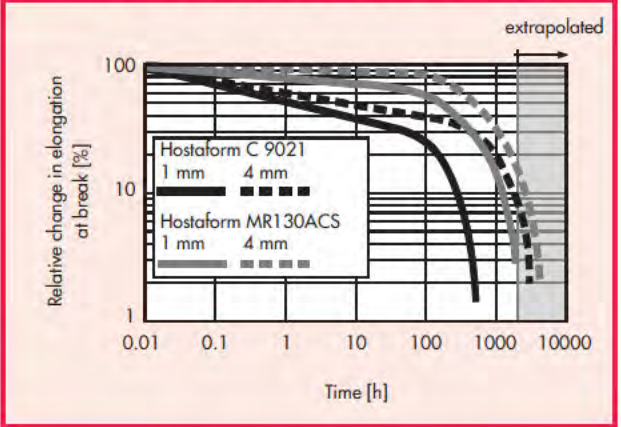
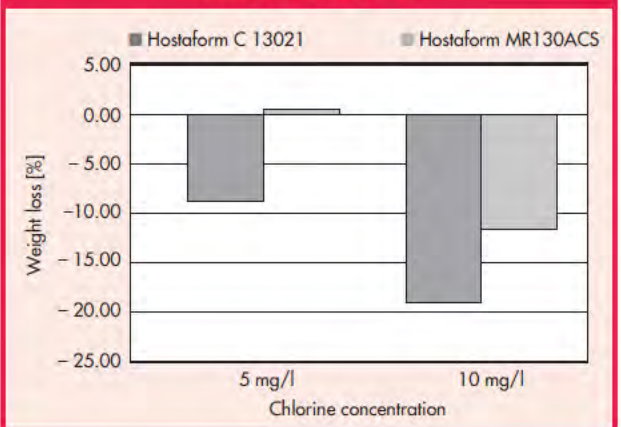


Fig. 59b · Relative change in the elongation at break of Hostaform C 9021 and MR130ACS after immersion in chlorinated water (60 °C/10 mg/l chlorine concentration); ISO 527 A and 1/4 test bars (4 mm/1 mm wall thickness)



Orienting tests with a chlorine solution with 5 mg/l free chlorine (according to the WHO recommendations, fig. 60) confirmed the test results.

Fig. 60 · Weight loss of Hostaform C 9021 compared to MR130ACS at 5 mg/l and 10 mg/l chlorine concentration after 2000 h immersion at 60 °C



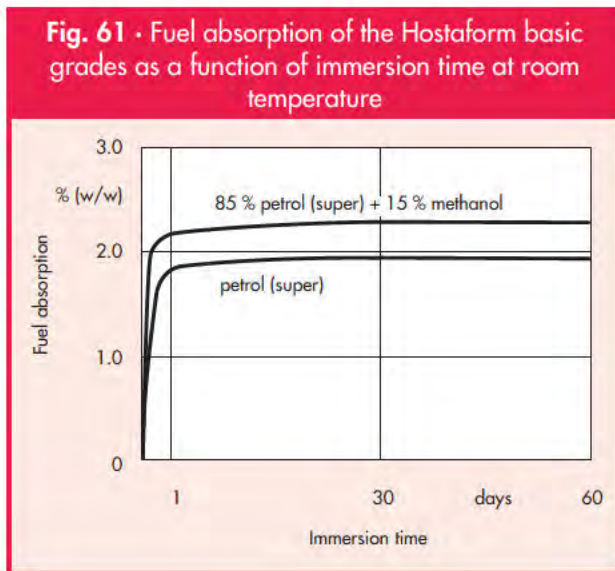
Compared to standard POM Hostaform MR130ACS demonstrates also a better resistance to highly active acidic cleaning agents. Further information you find in the Product Info "Hostaform® MR130ACS in contact with highly active acidic cleaning agents and chlorinated drinking water", ordering no. TI-BR1014E.

4.3 Fuel resistance

4.3.1 Hostaform basic grades

The Hostaform basic grades are resistant to petrol (including fuels containing 15 to 20% methanol) and to diesel. They are not chemically attacked according to the definition in table 2.

In addition to chemical resistance, the degree of swelling is an important factor in assessing the suitability of Hostaform for use in contact with fuels. Fig. 61 shows the fuel absorption of the Hostaform basic grades in contact with super-grade petrol and a super-grade/methanol mixture (85/15) as a function of immersion time at room temperature. Saturation was reached at an absorption level of about 2% and was only slightly increased by the presence of methanol. The absorption process – as in the case of water – is reversible.



4.3.2 Reinforced grades

For the Hostaform matrix of the glass-fibre-reinforced grades, the same applies as for the basic grades, ie it is not chemically attacked by fuels and the only effect is slight swelling. However, contact with fuels – as with water – brings an initial decline in tensile strength due to attack on the glass fibre/Hostaform interface. The rate of this decline is temperature- and time-dependent. When this initial phase of decline is complete, the fuel causes no further loss in tensile strength.

4.3.3 Hostaform/elastomer blends

The change in weight of the high-impact grades Hostaform S 9064 and S 9244 after 120 days' immersion at 40 °C in a test fuel (DIN 51 604 A), methanol and diesel is compared with that of Hostaform C 9021 in fig. 62. In contact with diesel, both S grades behave in essentially the same way as C 9021; the slightly higher weight increase in contact with the test fuel (DIN 51 604 A) needs to be taken into account in component design. S 9064 is not resistant to methanol.

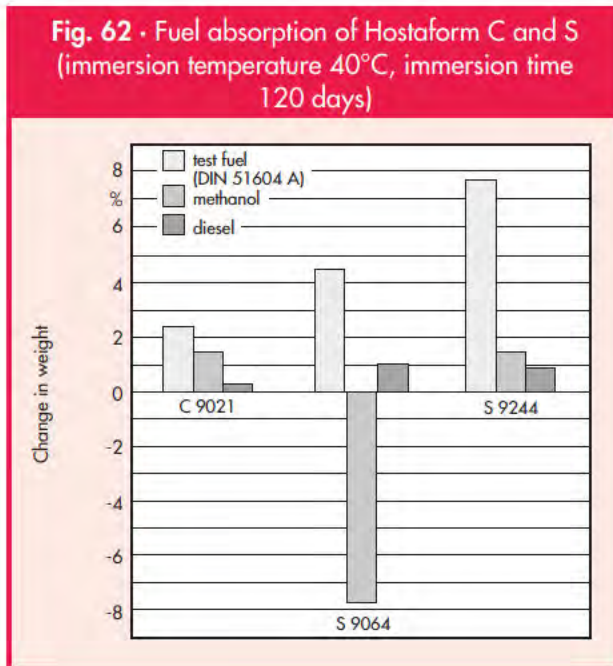
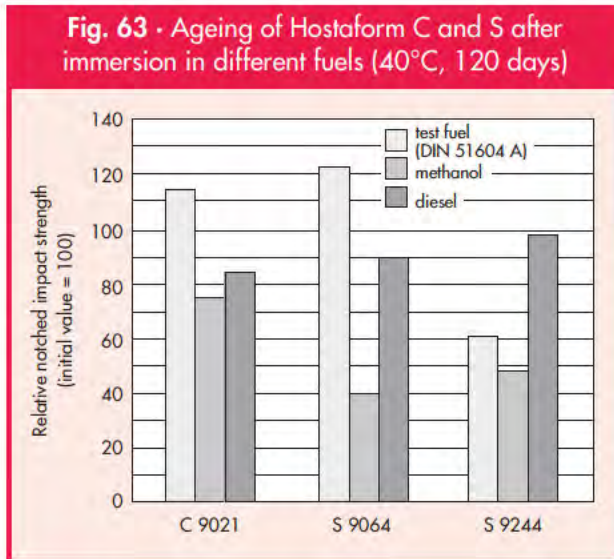


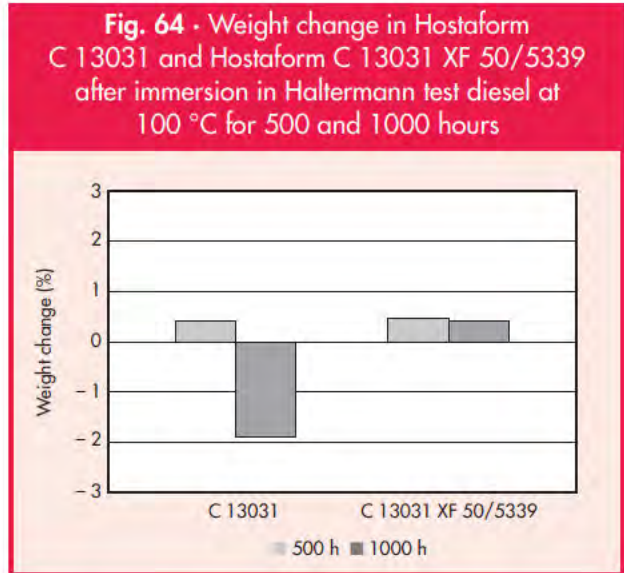
Fig. 63 shows the notched impact strength of the above grades after 120 days' immersion at 40 °C in the same media. It can be seen that, except in methanol, the heat ageing of Hostaform S 9064 corresponds to that of C 9021 while S 9244 has slightly lower fuel resistance, except in diesel.



4.3.4 Grades with increased hot diesel resistance

The introduction of diesel direct injection systems has led to a significant rise in fuel system temperature. As a result, the diesel is aged by the high temperatures of over 100°C and produces aggressive decomposition products. To meet these demanding requirements, Ticona has developed Hostaform grades that are more resistant to hot diesel: Hostaform C 13031 XF 50/5339 and the electrically conductive grade Hostaform EC140XF.

Fig. 64 shows the weight change in Hostaform C 13031 XF 50/5339 as compared with Hostaform C 13031 after immersion* in Haltermann test diesel at 100°C.



Before these grades are used, it is essential to conduct practical trials because the aging behavior of diesel fuel in a running engine is not defined.

* Test conditions:
 Fuel: Haltermann test diesel RF-73-A-93, test system with defined air contact, weekly fuel change, immersion temperature 100°C, standard tensile test bar as per ISO 3167.

4.4 Chemical properties

4.4.1 Chemical resistance

4.4.1.1 Hostaform basic grades

The Hostaform basic grades have high resistance to many organic and inorganic chemicals. Very few solvents are known which can dissolve the material below its crystalline melting point. One of these is hexafluoroacetone sesquihydrate. Hostaform withstands strong alkalis (for example 50% NaOH), even at high temperatures but is attacked by oxidizing agents and strong acids (pH < 4). A survey is given in table 2.

Generally speaking, Hostaform is not prone to environmental stress cracking.

Table 2: Chemical resistance of the Hostaform basic grades

The results were determined after a test period of 60 days on 1 mm-thick test specimens injection moulded from Hostaform C 9021. During the tests, the specimens were not under external stress.

The quoted ratings apply to all Hostaform basic grades. The reinforced and S grades may deviate from these in individual cases.

+ resistant	weight increase < 3% or weight loss < 0.5% and/or decrease in tensile strength < 15%
/ limited resistance	weight increase 3 to 8% or weight loss 0.5 to 3% and/or decrease in tensile strength 15 to 30%
- not resistant	weight increase > 8% or weight loss > 3% and/or decrease in tensile strength > 30%

Polyoxymethylene Copolymer (POM)

Substance	20°C	60°C	Substance	20°C	60°C
acetic acid (10%)*	+	+	ether (DAB 6)	+	+
acetic acid (80%)	/	-	ethyl acetate	/	/
acetone	+	/	ethyl chloride (DAB 6)	+	/
acetylene tetrabromide	/	-	ethyl glycol	+	/
ammonia (10%)	+	+	ferric chloride (10%)	/	-
ammonia, conc.	+	+	fixing bath solution (pH 5.4)	+	/
ammonium sulphate (10%) (pH 5.8)	+	-	fluorocarbons (partially halogenated)	-	-
benzene	/	/	fluorocarbons (perhalogenated)	+	+
benzene with 15 to 20% methanol	+	+	formaldehyde (40%)	+	+
butanol	+	+	formic acid (10%)*	+	-
butyl acetate	+	/	fuel oil EL	+	+
butyraldehyde	/	/	galbanum resin	+	-
butyric acid (1%)*	+	+	Genantin®/tap water 1:1 (+ 1% Donax® C, Shell)	+	
butyric acid (98%)	/	/	glacial acetic acid	/	-
calcium ammonium nitrate	+	+	glycerol	+	+
calcium chloride (10%)	+	+	glycol	+	+
calcium nitrate (10%) (pH 6.4)	+	+	glycol/distilled water 48:52	+	+
cananga oil	+	+	Grisiron® GBF 1 (5 g to 100 g H ₂ O)	+	+
carbon disulphide	+	+	hydrochloric acid (10%)	-	-
carbon tetrachloride	+	/	hydrogen peroxide (30%)*	+	-
chlorobenzene	/	/	hydroxycitronellal	+	+
chloroform	-	-	ink (Pelikan® ink, blue-black)	+	-
chromic acid (3%)	/	/	isopropyl alcohol	+	+
citric acid (10%)*	+	-	jet fuel JP 1 (Shell)	+	+
Clophen® A 60 (Bayer)	+	+	jet fuel JP 4 (Shell)	+	+
coffee (Nescafé®)	+	+	lactic acid (10%)*	+	/
Complezal® Typ Blau 12 + 12 + 17 + 2 (10%, pH 5.8)	+	+	lactic acid (90%)*	+	-
Complezal® Typ Gelb 15 + 15 + 15 (10%, pH 5.8)	+	+	lavender oil, highest-quality	+	+
Complezal® Typ NP 20 + 20 + 0 (10%, pH 5.7)	+	+	lemongrass oil	+	+
Complezal® Typ Rot 13 + 13 + 21 (10%, pH 5.4)	+	+	lime, chlorinated (approx. 10%)	-	-
copper sulphate (10%)	+	+	methanol	+	+
developer solution 1:100 (pH 10.4) (Rodinal® Agfa)	+	+	methyl acetate	/	/
developer solution 1:50 (pH 10.9) (Rodinal® Agfa)	+	+	methyl bromide	-	-
dibutyl phthalate	+	+	methyl ethyl ketone	/	/
diesel oil	+	+	methyl glycol	/	/
dimethyl phthalate	+	/	methyl glycol acetate	/	-
dioctyl sebacate	+	+	methyl isobutyl ketone	+	+
dioxane	/	/	methyl isopropyl ketone	+	+
engine oil BP HP 20	+	+	methylene bromide	-	-
engine oil SAE 40 (Caltex)	+	+	methylene chloride, technical	-	-
ethanol (96%)	+	+	mineral oil	+	+
			Mobil® oil SAE 20	+	+
			Mobil oil HD SAE 20 after 3000 km	+	+
			n-hexane	+	+
			natural gas	+	+
			nickel sulphate (10%)	+	+
			nitric acid (10%)	-	-

Substance	20°C	60°C
nitrogen phosphate (10%) (pH 5.1)	+	+
nitrous gases	-	-
oil of cloves	+	
olive oil	+	-
ozone	-	-
peat water (pH 3.7)	+	+
perchloroethylene	+	-
Persil® 59 (5%) (Henkel)	+	+
petrol, standard-grade	+	+
petrol/benzene mixture (super-grade petrol)	+	+
petroleum	+	+
petroleum fraction (boiling point 100 – 140°C)	+	+
phenol	-	-
phosphoric acid (25%)*	+	-
potassium hydroxide (caustic potash solution)	+	+
potassium permanganate (10%)*	+	+
rape oil nethyl ester	+	+
refrigerant R 134 a (System Reclin)	+	+
sea water (North Sea)	+	+
sodium bicarbonate (10%)	+	+
sodium bisulphite liquor (pH 4.5)	-	-
sodium carbonate (10%)	+	+
sodium chloride	+	+
sodium hydroxide (caustic soda solution)	+	+
sodium hypochlorite (bleaching solution, about 12.5% active chlorine)	/	-
sodium nitrate Hoechst® (10%) (pH 8.8)	+	+
sodium orthophosphate, monobasic (10%)	+	+
sodium orthophosphate, dibasic (10%)	+	+
sodium orthophosphate, tribasic (10%)	+	+
soya bean oil	+	+
sulphur dioxide gas	-	-
sulphuric acid (10%)*	+	-
sulphuric acid (50%)	-	-
tetrahydrofuran	/	/
Tetralin® (Henkel)	+	/
thiophene	/	/
toluene	+	+
transformer oil (Univolt® 36, Esso)	+	+
trichloroethylene	/	/
urine	+	+
water, distilled	+	+
xylene	+	+

4.4.1.2 Reinforced grades

The resistance ratings shown in table 2 apply to the polymer matrix. Since glass itself may be regarded as having adequate inertness to the chemicals listed there, the ratings given in the table may be deemed to apply to the reinforced grades as well. As already mentioned, however, the tensile strength of glass-fibre-reinforced Hostaform declines in contact with water or fuels; in fact this loss is apparent not only with the two media mentioned but with liquid media in general. Change in tensile strength is one of the rating criteria. If these criteria were to be strictly applied, glass-fibre-reinforced Hostaform would have different ratings. However, this only needs to be taken into account in applications where full retention of tensile strength is an essential requirement.

4.4.1.3 Hostaform/elastomer blends

Both components of Hostaform S, ie the matrix and the elastomer, contribute proportionally to its chemical resistance, which is why only generalizations are possible.

Hostaform S 9063, S 9064, S 27063 and S 27064 are resistant to fuels, ie non-polar hydrocarbons, but have only limited or no resistance to methanol, ie polar solvents; in addition to alcohols, this group includes ketones and esters. The behaviour of the above grades in water is described in section 4.2.2.

Hostaform S 9243 and S 9244 are swollen by fuels and their toughness declines somewhat with immersion time; they are however resistant to diesel. In contact with methanol, swelling is slight but again a decline in toughness occurs.

Our Hostaform Research and Development Department will be pleased to give further information.

* Because of the acid or oxidizing nature of these chemicals, trials are recommended before prolonged contact with Hostaform.

4.4.2 Gas and vapour permeability

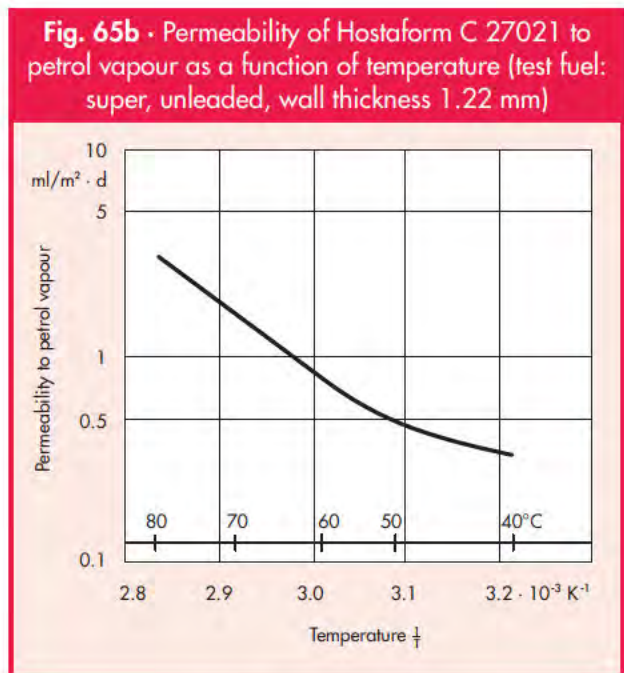
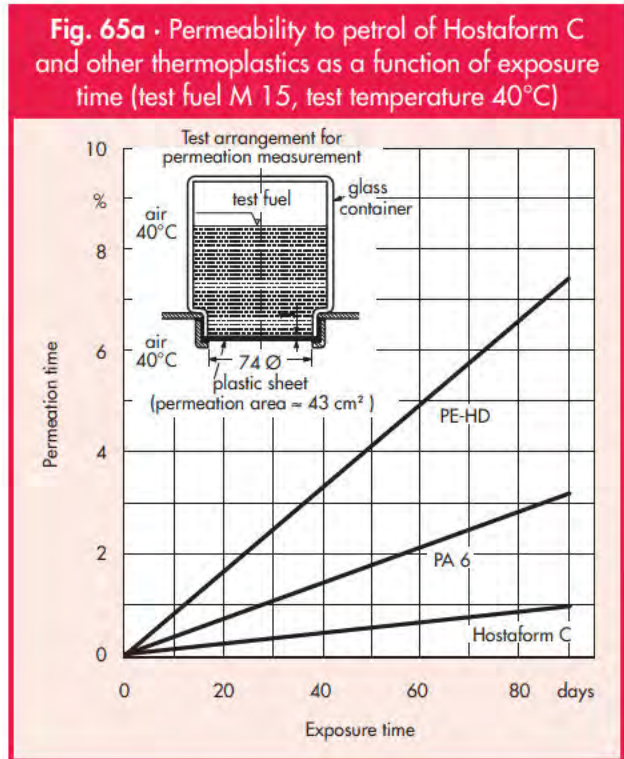
The permeability of containers made from the Hostaform basic grades to air and other gases is very low compared with values for other thermoplastics. These grades also have very low permeability to aliphatic and halogenated hydrocarbons.

The following permeability values were measured on 0.08 mm-thick film with a density of 1.405 g/cm³ at 23 °C:

oxygen	49 cm ³ (0 °C, 1 bar) m ² · d · bar
carbon dioxide	1110 cm ³ (0 °C, 1 bar) m ² · d · bar
water vapour	32 g/m ² · d (with a moisture gradient of 85%),
	on 3-mm thick sheets at 23 °C:
helium	7.0 cm ³ /m ² · d · bar

An internal test conducted by Ticona to determine permeability to petrol (fig. 65a) showed very low values for Hostaform C compared with those for PA 6 and PE-HD. The tests were carried out on 1-mm thick sheets at 40 °C. The dependence of petrol vapour permeability (super, unleaded) on temperature is shown in fig. 65b.

According to tests carried out by the Institut für Gastechnik, Feuerungstechnik und Wasserchemie (Institute for Gas and Fuel Engineering and Water Chemistry) at the University of Karlsruhe, Hostaform C is resistant to fuel gases and therefore suitable for use in the manufacture of gas fittings. As numerous storage tests have shown, Hostaform C is also very suitable for the production of aerosol containers requiring high mechanical strength, chemical resistance and aromaseal properties. In selecting products to fill these containers, the relatively high water vapour permeability of Hostaform should be taken into account.



4.5 Resistance to light and weathering

4.5.1 General

Polyacetals – like other plastics – are damaged over a period of time by exposure to weathering. The primary agent is UV radiation. This causes a white deposit of degraded material to form on the surface (“chalking”) with consequent loss of gloss and change in colour as well as a deterioration in mechanical properties. The smaller the wall thickness, the more rapidly these effects occur. The behaviour of the unstabilized Hostaform C grades on exposure to natural and accelerated weathering is described in [5].

Effective light stabilizer systems have long been available for Hostaform and are continually being further developed and optimized.

4.5.2 Light-stabilized grades

The addition of light stabilizers helps to delay degradation. Effective stabilization is provided by certain pigments, polymer-soluble light stabilizer systems and combinations of these. The effectiveness of light stabilizers is tested both by natural weathering and accelerated weathering with suitable lamps. Outdoor weathering tests can be carried out in a central European climate but southern Europe or California is preferred to reduce the testing time. The results obtained at different sites naturally differ and are not “interconvertible”.

Accelerated weathering equipment differs in the type of UV radiation source used (carbon arc or xenon lamp), radiation intensity and mode of operation (choice of filter, temperature, light/dark cycle, dry/wet). It is obvious then that there is no reliable correlation between results obtained from accelerated weathering – which differ in themselves anyway – and those from outdoor weathering.

Both weathering and light resistance can be tracked and evaluated by measuring mechanical properties and/or characterizing specimen surfaces as a function of exposure time. The large number of test parameters makes evaluation and particularly presentation of test results difficult.

Fig. 66 · Relative tensile strength of unstabilized and UV-stabilized Hostaform C as a function of weathering time

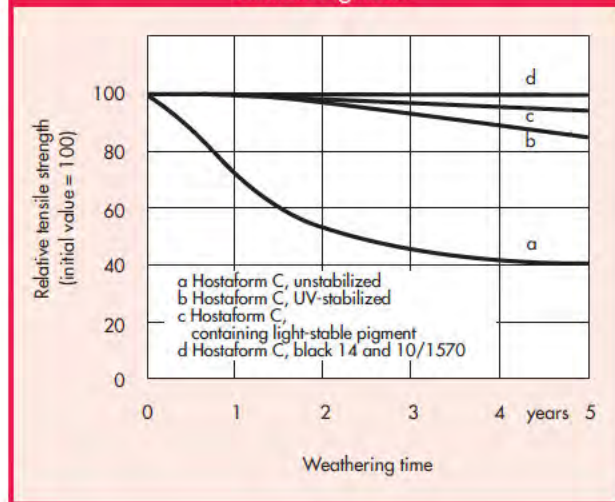
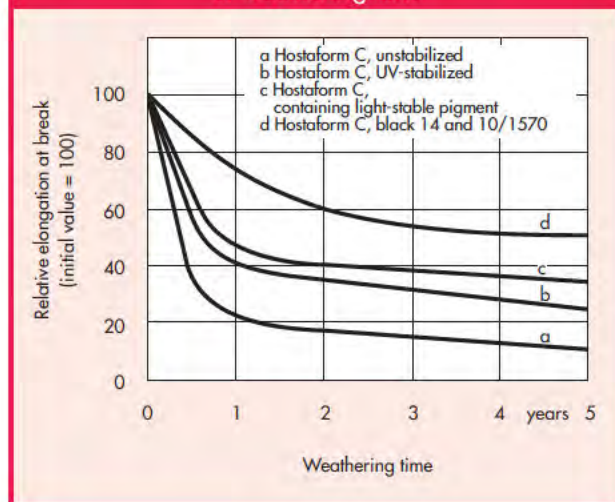


Fig. 67 · Relative elongation at break of unstabilized and UV-stabilized Hostaform C as a function of weathering time



4.5.2.1 Light stabilization with pigments

UV-radiation-absorbing pigments delay the light-induced degradation of polyacetals and thus have a stabilizing effect. Particular mention should be made of active carbon black and titanium dioxide. The most effective light stabilization is provided by the special formulation black 10/1570, followed by the colour formulations black 14, white 22 and grey 33. Service or special shades with sufficient content of carbon black and/or TiO₂ are also included among the light-stabilizing, pigmented formulations; information on these can be obtained from our Hostaform Research and Development Department. The behaviour under natural weathering conditions and artificial light of Hostaform C formulations stabilized in various ways is described in [6].

Figs. 66 and 67 show the mechanical properties of the Hostaform basic grades in various formulations as a function of weathering time in a central European climate. The beneficial effect of suitable pigments and carbon black on the retention of tensile strength (curves c and d as compared with a in fig. 66) can be seen. With all grades, elongation at break exhibits a greater change (fig. 67) but follows the same general curve as tensile strength.

In terms of mechanical property retention, the black formulations 10/1570 and 14 perform equally well; however, the special formulation black 10/1570 significantly reduces chalking as compared with black 14. This is not apparent from the graphs selected for presentation here.

Figs. 68 and 69 show the mechanical property curves for Hostaform S 9064, S 9244 and C 9021 in the black 10/1570 formulation after exposure to accelerated weathering in the Xenotest 1200. While the tensile strength of all grades is unchanged after 4000 hours' exposure, the elongation at break of the S grades has declined more than that of C 9021. Hence when it comes to toughness (strain), the S grades – even in the black 10/1570 formulation – are less UV-stable than the Hostaform basic grades.

Fig. 68 · Tensile strength (ISO 1/4 tensile test bar) of Hostaform C 9021, S 9064 and S 9244 in the black 10/1570 formulation as a function of exposure time in the Xenotest 1200

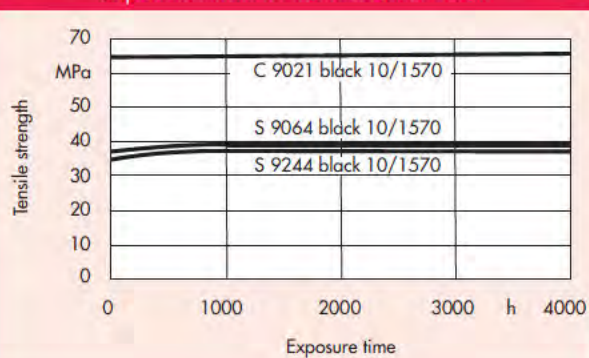
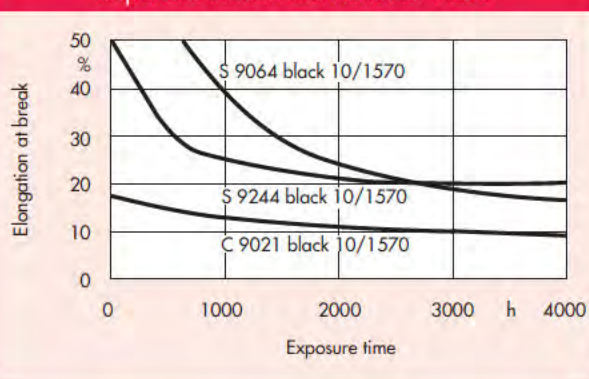


Fig. 69 · Elongation at break (ISO 1/4 tensile test bar) of Hostaform C 9021, S 9064 and S 9244 in the black 10/1570 formulation as a function of exposure time in the Xenotest 1200



4.5.2.2 Grades with soluble light-stabilizer systems

Unlike the pigments mentioned above, the substances generally known as light or UV stabilizers are soluble in polyacetals; they may therefore be used for natural or pigmented grades and are without exception combinations of UV absorbers and radical scavengers. Hostaform can be supplied with one of these light-stabilizer systems; this modification is indicated in the product designation with the suffix letters "LS", eg C 9021 LS, and has proved successful in many applications. The weathering behaviour of UV-stabilized Hostaform is shown in figs. 66 and 67, curves b; the improvement over unstabilized Hostaform, curves a, can be seen, particularly in relation to tensile strength retention, but it is also apparent that the UV-stabilizer system does not quite match the effectiveness of titanium dioxide or even carbon black. As already mentioned, these curves apply to mechanical properties but give no information on possible surface changes. In this aspect, too, the "LS" formulation, e.g. Hostaform C 9021 LS, offers improved performance. The first occurrence of microcracks in the surface is deferred without loss of natural colour until relatively long exposure times have elapsed.

4.5.2.3 Pigmented grades with soluble light-stabilizer systems

The weathering stability (always a relative term) of pigmented Hostaform grades containing UV-stabilizer systems depends on the effectiveness of the light stabilizers added and in some cases on the stabilizing effect of the pigments used. The basis for evaluating the behaviour of polyacetals in outdoor or accelerated weathering tests has recently shifted away from determination of mechanical property retention to assessment of surface changes arising as a result of exposure to light (colour retention, occurrence of microcracks). In addition, test conditions have become more rigorous and black-pigmented mouldings have been rejected in favour of colour-pigmented, UV-stabilized materials. Pigmented Hostaform basic grades in "LS" formulation (= light-stabilized) meet requirements for applications in automotive interiors. This applies not only to dark, opaque shades but also to white and bright red for instance.

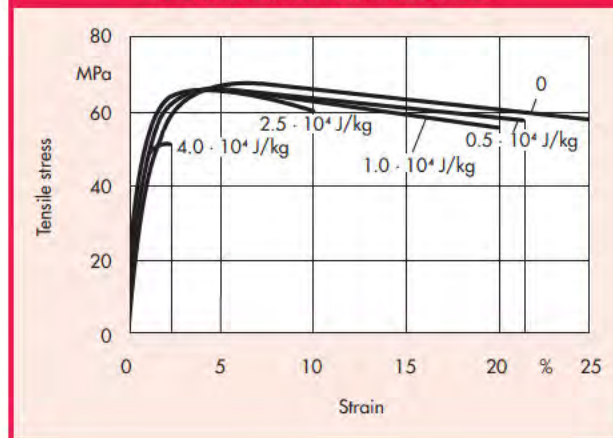
For impact-resistant components exposed to weathering, Hostaform S 27072 WS black 10/1570 is recommended (WS = weathering-stabilized); this grade meets requirements for exterior car body parts.

4.6 Resistance to high-energy radiation

Mouldings made from polyacetals should not be used where the total radiation dose exceeds about $3 \cdot 10^4$ J/kg. At higher exposure levels, mouldings become discoloured and brittle.

Fig. 70 shows stress-strain curves for Hostaform C at various dosage levels. It can be seen that tensile stress at yield remains practically constant up to a dose of $2.5 \cdot 10^4$ J/kg, whereas the increasing brittleness of the test specimens is particularly evident in the decline in elongation.

Fig. 70 · Stress-strain curves for Hostaform C as a function of radiation dose



Polyoxymethylene Copolymer (POM)

When sterilizing plastic vessels and containers with ionizing radiation, a dose of $2.5 \cdot 10^4$ J/kg is used. This dose alters the strength of Hostaform C only minimally but through degradation reactions it leads to an appreciable decrease in elongation at break (see fig. 67) and hence also toughness. For this reason, and to avoid the risk of uncontrolled exposure to higher doses, superheated steam or ethylene oxide should be used in preference to gamma radiation for the sterilization of Hostaform.

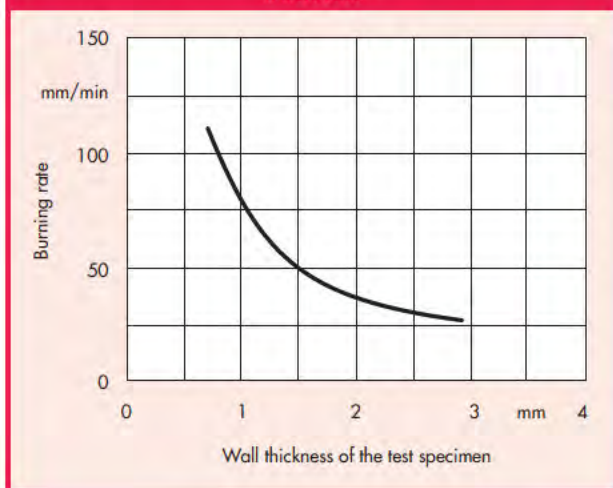
4.7 Flammability

Polyacetals ignite on exposure to flame, continue to burn with a pale blue flame when the ignition source is removed and drip as they burn. When extinguished or if they continue to smoulder, they give off acrid-smelling formaldehyde.

According to the UL 94 flammability test, Hostaform is classified as "HB". It is not possible to produce a formulation with the classification "V-O".

The burning rate determined on Hostaform sheet > 1 mm thick is below the maximum allowed by FMVSS 302 (fig. 70a).

Fig. 70a · Burning rate of Hostaform C according to FMVSS 302, as a function of specimen wall thickness



4.8 Toxicological assessments

4.8.1 Assessment concerning food contact legislation

National regulations of EU member states governing the use of plastics in contact with food are at present being harmonized by the European Union.

The framework regulation 2004/1935/EC (replacing: EU-Directive 89/109/EC) is the basis for food contact regulation in the EU, with polymers being regulated by Directive 2002/72/EC (replacing: 90/128/EC) and its amendments: 2004/1/EC, 2004/19/EC und 2005/79/EC which are implemented into German food contact law through the German Bedarfsgegenstände-Verordnung (BGVO = consumer goods ordinance).

According to these regulations, polymers can be used for food contact applications as defined in the revised version of the German Food and Consumer Articles (food contact) Law (Lebensmittel- und Bedarfsgegenständegesetz or LMBG), provided that:

- the monomers / starting materials used are listed in the german food contact regulation (Bedarfsgegenstände-Verordnung = BGVO)
- migration of substances from the article into the food do not exceed the limits specified in the BGVO
- the articles are suitable for their intended use and
- the finished products do not impart odour or taste to food.

Additives which are not yet regulated by EU-law will continue to be covered by national law until they will be inserted into suitable EU Regulation. In Germany, those additives are regulated by the Recommendations of BfR (Bundesinstitut für Risikobewertung = Federal Institute for Risk Assessment), e.g. concerning Hostaform: Recommendation XXXIII "Acetal resins", where applicable, Recommendation IX "Colorants for the coloration of plastics and other polymers for consumer articles" and LII "Fillers ...".

In the EU assessment of the health of polymers under food legislation varies from one country to another until full harmonization is achieved.

We will be pleased to answer specific inquiries to the best of our knowledge.

Polyoxymethylene Copolymer (POM)

4.8.2 Pharmaceutical/medical applications

In order to meet the particularly high standards for materials used in medical engineering, and to be able to comply with legal requirements varying from one country to another, Ticona has specially tailored a number of engineering polymers for healthcare applications.

Hostaform MT grades are equipped with special characteristics to meet the specific requirements of medical applications. The existing benefits of polyacetal, such as high toughness, hardness and stiffness, excellent friction and wear properties, low water absorption, are supplemented by distinguishing features regarding material quality, conformance, and availability. Extensive testing of each individual lot demonstrates material purity and property consistency. At the same time a new standard of quality assurance is established.

The following grades are available:

Grade	Description
MT 2U01	unreinforced stiff flowing grade
MT 8U01	unreinforced standard grade
MT 12U01	unreinforced standard grade, medium flowability
MT 12U03	unreinforced, improved strength
MT 24U01	unreinforced, best flow properties
MT 8R02	modified friction properties, low noise
MT 12R01	modified friction properties
MT 8F01	PTFE modified
MT 24F01	PTFE modified, improved flowability
MT 8F02	highly PTFE modified for low speed sliding
MT 24F02	highly PTFE modified, improved flowability

For approvals in the US, the above mentioned product grades are listed in Drug Master File No. 11559.

Hostaform MT8U01 and MT 24U01 were tested according to United States Pharmacopoeia (USP) XXIII and meets the following test requirements:

- USP Biological Class VI
(extraction temperature 70 °C, for 24 h)
- USP Physico-Chemical
(extraction temperature 70 °C, for 24 h)
- Cytotoxicity
(extraction temperature 37 °C, for 24 h).

Ticona does not support the use of its plastics for implant applications. Irrespective of the position as regards responsibility, Hostaform should not be used for permanent implants because of the risks involved.

For further information please ask for our brochure “New Polymer Grades for Medical and Laboratory Engineering” (B 281 E) or contact us directly.

5. Processing

Hostaform may be run on all standard processing machinery for thermoplastics, such as injection moulding machines, extruders, injection and extrusion blow moulding machines and compression moulding machines. Pretreatment is not generally necessary but where through poor storage arrangements the product has been exposed to a damp atmosphere or has been in contact with water, it has to be dried at 100 to 120 °C in a circulating air oven for about 3–6 hours, depending on layer depth (which should not exceed 40 mm).

5.1 Safety recommendations

General safety precautions during processing

In processing Hostaform, extraction hoods should be installed immediately above the machinery. The melt temperature should not exceed 240 °C, depending on the permissible residence time in the cylinder (fig. 42) (recommended processing temperatures given in section 5.2.2). When subjected to excessive thermal stress or residence time in the cylinder, Hostaform is decomposed with liberation of formaldehyde. This gas has a pungent odour and irritates the mucous membranes.

In addition, the pressure of the gaseous decomposition products if the nozzle is obstructed or frozen may be so great that relief through the feed opening of the machine is sought. Should this not be possible, there is a risk that the rising pressure could cause damage to the machine and injury to operators. It is therefore important to ensure that injection nozzles or extruder orifices are never, for example, blocked by plugs of frozen material.

Should thermal degradation in the cylinder be suspected or determined, the material should be run out with the heating switched off. It is advisable to immerse severely degraded material in water to prevent unnecessary odour nuisance.

Hostaform is immiscible with most other thermoplastics; if these should contaminate the material they will lead, even in small quantities, to inhomogeneous mouldings. Special care should be taken with thermoplastics which have a decomposing effect, particularly PVC; since this polymer can induce a severe decom-

position reaction, even in low concentrations, PVC-contaminated Hostaform should on no account be processed.

Hostaform, like many other organic materials, is combustible. It is in the interests of the manufacturer when storing, processing or fabricating plastics to take the necessary fire precautions. Special fire prevention requirements may apply to certain end products and fields of application.

Statutory safety regulations vary from one country to another and local national requirements should always be met. It is the responsibility of the raw material processor to ascertain and observe these requirements. Important notes are contained in the safety data sheets, which we will be pleased to supply on request.

In Germany at the present time, a maximum permissible formaldehyde concentration at the workplace (MAK value) of 0.5 ppm is stipulated.

The MAK value is the average of a number of measurements spread over a working day or a shift. These can be carried out with a Dräger gas detector*) and the appropriate “Formaldehyde 0.2/a” measuring tube. The samples should be taken close to the operator at head height. More details are given in the MAK value lists, which are revised every year and can be obtained for example from the German employers’ liability insurance associations (Berufsgenossenschaften).

Starting up empty machines

The cylinder temperatures are set to about 200 °C. After the plasticizing cylinder has been filled, a few shots are ejected into the open. Particular attention must be paid to nozzle temperature. If this is too low, the melt will freeze and block the nozzle.

Short- and long-term interruption of moulding cycles

When the cycle is only briefly interrupted, cylinder temperatures should be reduced slightly but the nozzle temperature may be maintained.

*) Drägerwerk AG, D -24116 Lübeck, Germany

Polyoxymethylene Copolymer (POM)

When the moulding cycle is interrupted for longer periods, the procedure to be adopted is as follows:

- stop granule feed
- switch off cylinder and nozzle heating
- disconnect cylinder from mould
- eject melt fully from cylinder.

Restarting the machine with Hostaform

Heat up the machine and set the cylinder temperature to 150–160 °C. Increase the nozzle temperature to 200 °C and the cylinder temperature by stages to 190 °C. It is important to ensure that the nozzle is not blocked by a plug of frozen material.

As soon as the correct temperature has been reached and the moulding material uniformly heated, a few shots are ejected into the open at low screw advance rate.

When the material is flowing freely, it may be injected into the mould as soon as the final processing temperature has been set.

Changing from another thermoplastic to Hostaform

Thermoplastics requiring higher processing temperatures, such as polyamide or polycarbonate, must be completely removed from the machine by purging with a polyolefin before the machine can be charged with Hostaform. In the same way, plastics unstable at Hostaform processing temperatures and particularly those whose decomposition products promote degradation of Hostaform (for example polyvinyl chloride) must also be completely removed by a polyolefin purge. The detailed procedure to be adopted is as follows:

- the cylinder heaters are set at the processing temperature for the thermoplastic
- after it has been thoroughly heated the melt is ejected into the open

- an easyflowing polyolefin is forced through in rapid shot sequence until the previous thermoplastic has been completely removed
- the cylinder and nozzle temperatures are set to 200 °C. With the mould disconnected, residual polyolefin in the cylinder is purged with the aid of Hostaform. Once the Hostaform melt is free of all polyolefin, injection moulding may be commenced.

In cases of doubt, the preferred method is to remove the screw and carry out mechanical cleaning.

Changing from Hostaform to another thermoplastic

At a melt temperature of about 200 °C, Hostaform is purged from the cylinder into the open with the aid of an easyflowing polyethylene.

The cylinder temperatures are then set to the appropriate level for processing the required thermoplastic and the operation is continued in the usual way. The directions set out above apply, *mutatis mutandis*, to extrusion processing.

5.2 Injection moulding

5.2.1 Machine requirements

Hostaform may be processed on all standard injection moulding machines in current use, except for vented machines.

Special screws have not generally proved necessary, ie it is sufficient to fit the machine with standard screws in accordance with the manufacturer's recommendations. For processing glass-fibre-reinforced Hostaform, it is advisable to use a wear-resistant version of the injection moulding unit such as most machinery manufacturers supply these days as a normal option in their range.

Processing Hostaform on hot-runner moulds is state-of-the-art technology. It should be noted, however, that not all systems on the market are equally suitable.

5.2.2 Processing conditions

Hostaform is no problem to process. Machine settings for the production of optimum moulded parts – including precision injection mouldings – are discussed in the following sections. The settings are detailed in fig. 71. Guidance on start-up, shutdown and changeover of material is given in section 5.1.

Further information you will find in the booklet “Processing Guide Hostaform”, TI-BR 1022 DE.

Cylinder temperatures/melt temperature

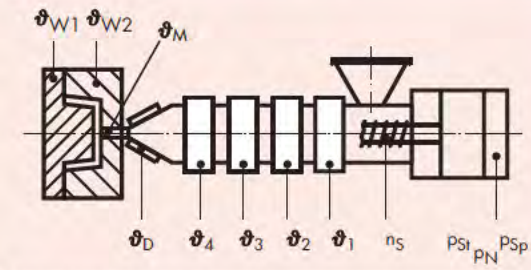
The melt temperature range is between 190 and 230 °C. Optimum processing temperatures are between 190 and 210 °C. With the impact-modified grades, an effective melt temperature of 210 °C should not be exceeded.

These temperatures can be measured manually in the space in front of the screw tip by inserting a probe. Deviations from the setpoint value should normally be corrected by adjusting the cylinder and nozzle heating. Melt temperature should always be monitored in this way because the melt temperature sensors in the injection moulding machine do not usually show the actual temperature of the melt.

The required melt temperature is achieved through cylinder heating (external heat supply) and friction (heat generated by internal and external friction resulting from rotation of the screw and back pressure).

The proportion of shear and frictional heat in the total heat supply should be kept as low as possible with Hostaform and hence careful control of screw speed and temperatures is essential (see below). Fig. 72 shows the peripheral screw speed as a function of screw for various screw diameters. With standard screws, peripheral speeds of 0.1 to 0.3 (0.5) m/s should not be exceeded. Suggested temperature settings are given in fig. 71.

Fig. 71 · Typical injection moulding conditions for Hostaform



- ϑ_1 = 170°C to 180°C
- ϑ_2 = 180°C to 190°C
- ϑ_3 = 190°C to 200°C
- ϑ_4 = 190°C to 210°C
- ϑ_D = 190°C to 210°C
- ϑ_M = 190°C to 210°C (max. 230°C)*

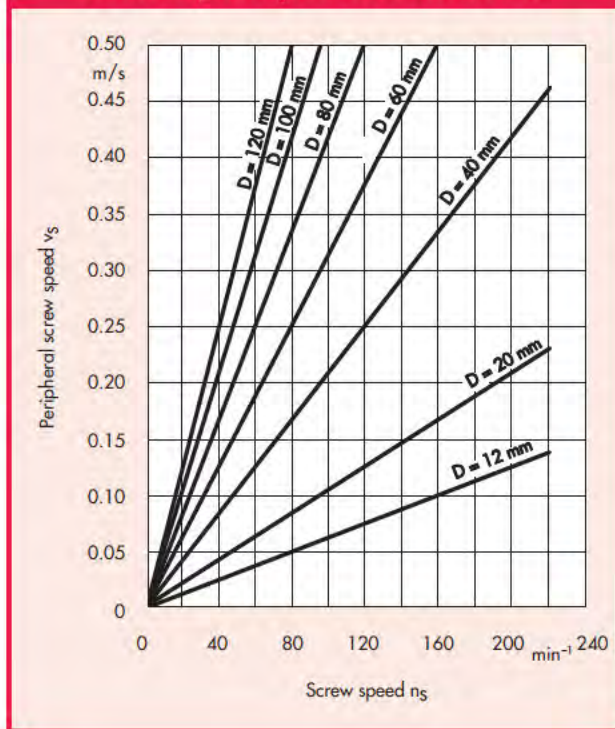
maximum residence time in the cylinder	20 min at $\vartheta_M = 210^\circ\text{C}$
P_{Sp}	60 to 120 MPa (typical range: 80 to 100 MPa)
P_N	60 to 120 MPa (typical range: 80 to 100 MPa)
P_{Si}	0 to 40 bar (typical range: 1 to 2 MPa)
screw speed $n_S = v_s/d \cdot \pi$	
v_s (peripheral velocity of screw)	= 0.1 to 0.3 m/s
injection time [s]	≈ 0.5 to $1 \cdot \text{wall thickness [mm]}$
holding pressure time [s]	$= 2$ to $3 \cdot (\text{wall thickness})^2$ [mm]
residual cooling time [s]	$= 2$ to $3 \cdot (\text{wall thickness})^2$ [mm]
$\vartheta_{W1}, \vartheta_{W2}$	= 80 to 120°C
nozzle design:	open or shut off nozzle, preferably open

Notes:
 * Measure ϑ_M on material ejected into the open.
 The lower melt temperature should be targeted for the S grades (do not exceed 210°C) and should if possible also be used for the easyflowing grades (potential reduction in cycle time).
 Vented machines are not recommended.

Mould wall temperatures

The mould wall temperature can be chosen within the 80 to 120 °C range. For engineering components, the optimum mould wall temperature is about 90 °C and for precision components 120 °C. For processing the impact-modified grades, a mould wall temperature of $\vartheta_w \leq 80^\circ\text{C}$ is recommended.

Fig. 72 · Peripheral screw speed v_s as a function of screw speed n_s and screw diameter D



Injection pressure/holding pressure

Injection and holding pressures are necessary to force the melt into the mould cavity and to compensate at least partially for the volume contraction which takes place when the melt freezes. The required injection pressure is dependent on melt viscosity, the flow path/wall thickness ratio and the type of gate. It is normally 60 to 120 MPa.

For the manufacture of precision mouldings, it has generally proved an advantage for the injection pressure and holding pressure to be equal. This results in minimum variation in the dimensions and weights of the mouldings. A melt cushion is required to compensate for volume contraction and maintain the pressure in the mould. The melt cushion amounts to about 1/10 of the shot volume.

Just as important as the injection and holding pressure to be used is the time during which the pressure is effective. The holding-pressure time must be such that while the material in the gate cross-section remains plastic, sufficient melt can be forced into the mould cavity to compensate for volume contracting during cooling.

The required holding-pressure time is determined by increasing the time while maintaining a constant overall cycle time. The weights of the moulding in each shot sequence are determined. If the weight remains constant despite longer holding-pressure time, the correct holding-pressure time in this case has been achieved, provided the gate cross-section is adequately dimensioned. In most cases, holding-pressure time amounts to more than 40% of total cycle time.

The screw advance rate (injection rate) should be set only high enough for the mould cavity to be filled completely so that no sink marks occur. For thin-walled mouldings, rapid injection gives the best results whereas with increasing wall thickness slower rates are preferred. With increasing screw advance time (slower injection rate), there is a noticeable increase in the toughness of the moulded article. Perfect filling must however be ensured.

5.2.3 Flow properties and flow path length

To characterize the flow behaviour of Hostaform, use is made of the melt mass-flow rate MVR 190/2.16 in accordance with ISO 1133 and the length of a spiral injection moulded under defined conditions. The Hostaform range at present covers an MFR spread of 1 to 40 cm³/10 min and hence meets the requirements of all current production processes. Since choice of the most suitable Hostaform grade depends on the processing method and, in the case of injection moulding,

also on the design of the moulded part and mould (wall thickness, flow path length), the melt mass-flow rate is an important product characteristic and so forms the basis for grade nomenclature and organization of the product range.

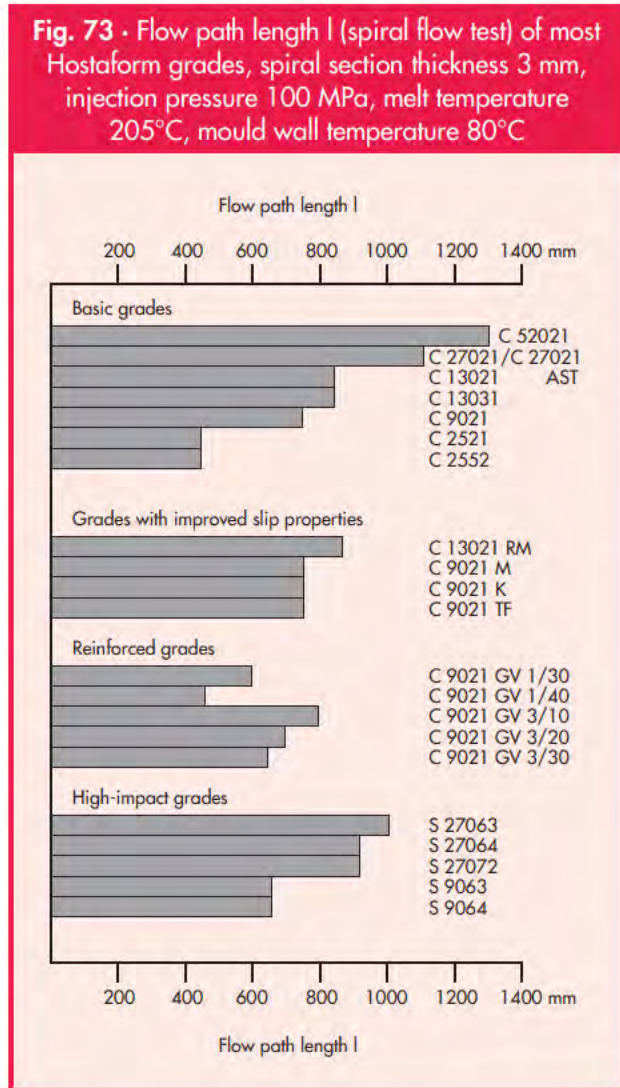
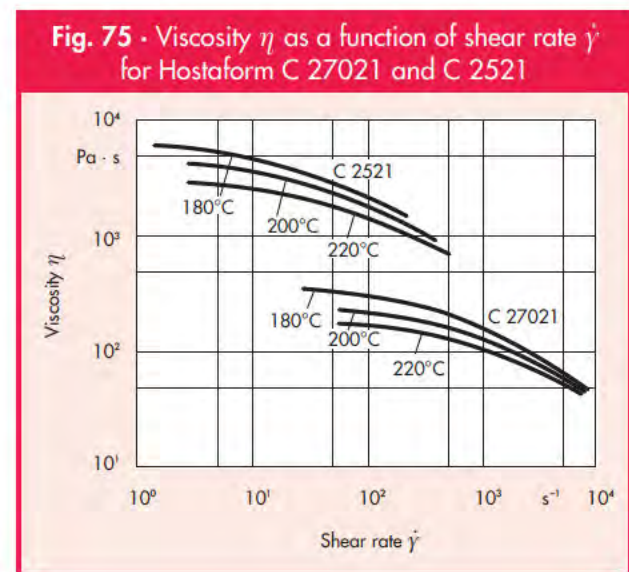
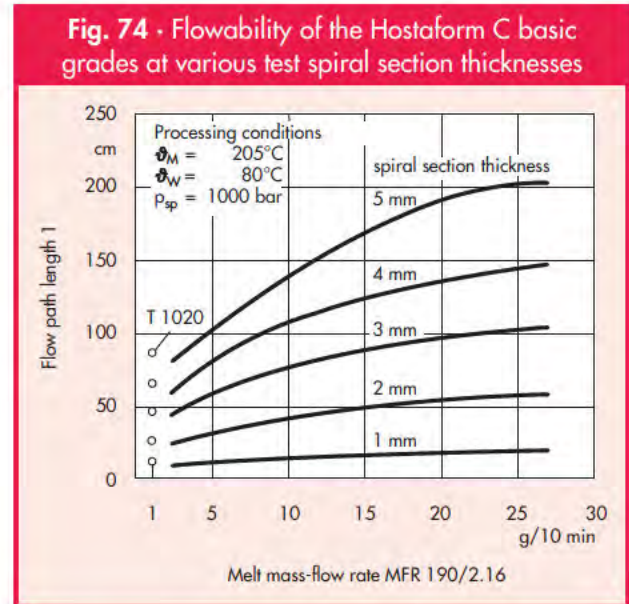


Fig. 73 shows the flow path length of most Hostaform grades with a section thickness of $s = 3$ mm under the same processing conditions.

Fig. 74 plots spiral flow length (at a melt temperature of 205 °C, a mould temperature of 80 °C and an average injection pressure of 100 MPa) against the melt different spiral section thickness.

Fig. 75 shows viscosity η as a function of shear rate $\dot{\gamma}$ at different melt temperatures for the easyflowing grade Hostaform C 27021 and the extrusion grade Hostaform C 2521. The range indicated approximately covers the conditions prevailing in extrusion and injection moulding.



5.2.4 Shrinkage

In defining shrinkage, a distinction is made between mould shrinkage MS and after-shrinkage AS. The sum of mould shrinkage MS and after-shrinkage AS is described as total shrinkage TS, figs. 76 to 78.

Note: Shrinkage is measured on test plaques (60 mm x 60 mm x wall thickness) in the flow and transverse directions. The shrinkage result obtained might thus be termed “flat-area” shrinkage. In the case of relatively thick-walled mouldings, higher values must be assumed!

Fig. 76 · Total shrinkage TS of Hostaform as a function of wall thickness s ($\vartheta_W = 90^\circ\text{C}$, $p_{Sp} = p_N = 1000$ bar, $\vartheta_M = 205^\circ\text{C}$)

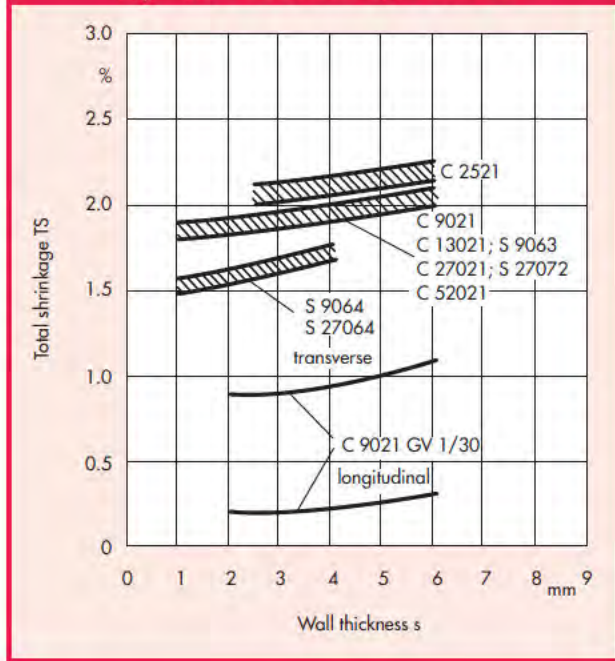


Fig. 77 · Total shrinkage TS of Hostaform C 9021 G (modified with PE-UHMW), S 9243 and S 9244 as a function of wall thickness s ($\vartheta_W = 90^\circ\text{C}$, $p_{Sp} = p_N = 1000$ bar, $\vartheta_M = 205^\circ\text{C}$)

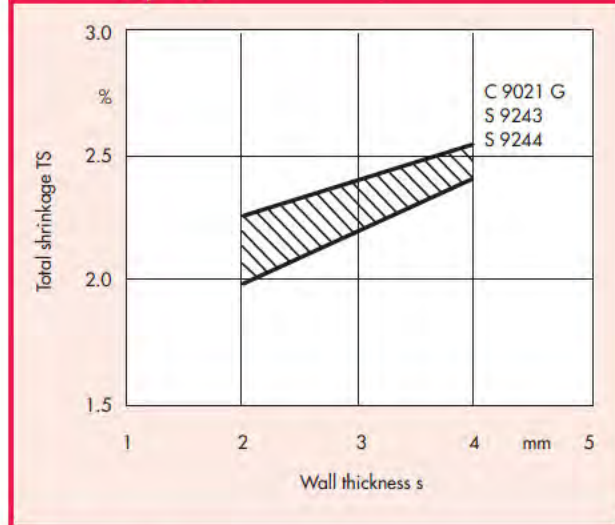
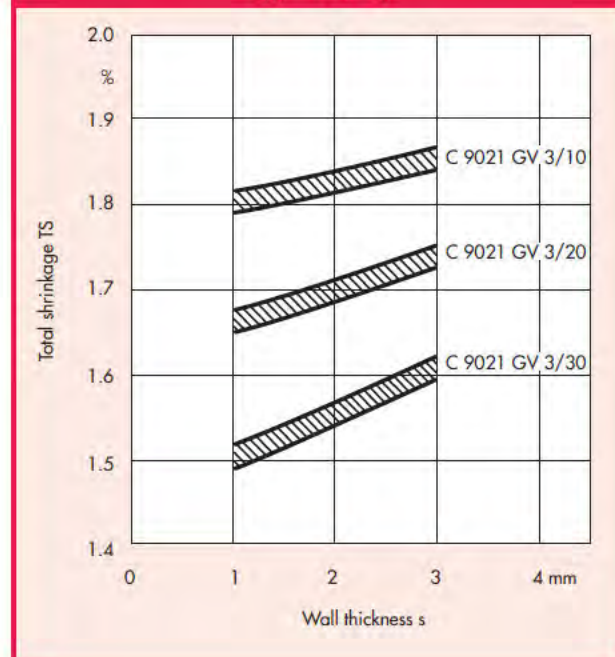


Fig. 78 · Total shrinkage TS of glass-sphere reinforced Hostaform grades as a function of wall thickness s ($\vartheta_W = 90^\circ\text{C}$, $p_{Sp} = p_N = 1000$ bar, $\vartheta_M = 205^\circ\text{C}$)

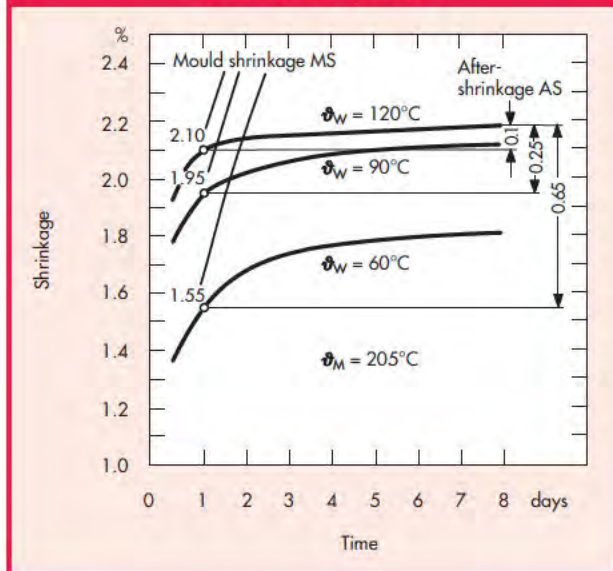


Shrinkage is a key factor in the dimensional accuracy of a moulding and – particularly when there is differential shrinkage in a moulded part – can lead to warpage. It can also have an effect on the nature and level of internal stresses and on the design strength of a moulding, especially if shrinkage is restricted.

All shrinkage phenomena are dependent not only on the plastic itself but on a variety of factors related to processing, application and design. Hence in a brochure describing material properties, it is only possible to quote guide values. The most important variables which influence shrinkage properties are:

Mould wall temperature: with increasing mould wall temperature ϑ_w , mould shrinkage MS increases but after-shrinkage AS decreases (fig. 79). This fact, which is of great importance for precision injection moulding, means that mould wall temperature must be as high as possible to ensure dimensionally stable mouldings (low after-shrinkage). In consequence, greater mould shrinkage has to be accepted.

Fig. 79 - Moulds shrinkage MS and after-shrinkage AS of Hostaform C 9021 as a function of time and mould wall temperature



Pressure: during injection moulding the moulding material is exposed to different pressures such as injection pressure, holding pressure etc. Generally speaking, with increasing pressure, mould shrinkage and total shrinkage decrease (fig. 80). This means it is possible during processing to carry out small shrinkage (dimensional) adjustments by changing the injection/holding pressure which determines mould cavity pressure. But assuming optimum holding pressure, the mould cavity pressure has practically no effect on the amount of after-shrinkage to be expected.

Flow path length: with increasing flow path length, mould cavity pressure drops. Because of this pressure drop, mould shrinkage and total shrinkage in areas remote from the gate are generally greater than in the gate region. However, there is practically no change in after-shrinkage.

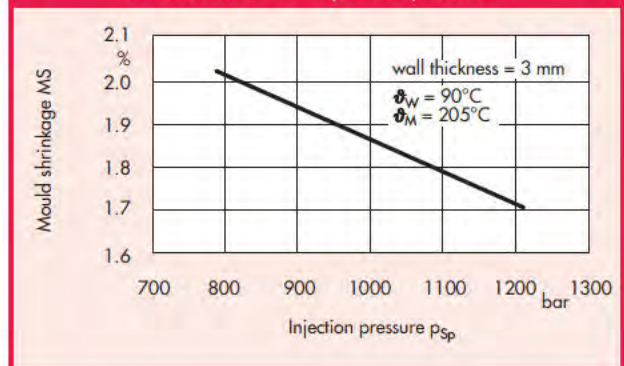
Thickness of the moulding: with increasing moulded part thickness, mould shrinkage also increases [14]. This higher mould shrinkage with greater wall thickness can lead to warpage if the moulded part exhibits significant wall thickness differences.

Filler orientation: while the Hostaform basic grades exhibit only a negligibly small difference between longitudinal and transverse shrinkage, glass-fibre-reinforced Hostaform shrinks much less in the flow direction (because of glass-fibre orientation) than in the transverse direction, fig. 76.

To obtain warp-free mouldings, the aim should be to restrict differential shrinkage to a minimum.

Differential shrinkage is negligible in the case of grades with improved slip properties (eg Hostaform C 9021 K), the impact-modified grades (eg Hostaform S 9063) and the glass-sphere-reinforced grades (eg Hostaform C 27023 GV 3/30).

Fig. 80 - Mould shrinkage MS of Hostaform C 9021 as a function of injection pressure



The mould shrinkage MS of the grades with improved slip properties closely approximates to that of the basic grade Hostaform C 9021. Small differences can be offset by varying the injection/holding pressure.

The total shrinkage of the impact-modified grades is shown in figs. 76 and 77 and that of the glass-sphere-reinforced grades in fig. 78.

Polyoxymethylene Copolymer (POM)

When planning a step-by-step programme of

- moulding design
- mould design
- mould construction
- mould proving,

allowance should always be made for changes such as modification to the mould, since shrinkage-induced dimensional or design deviations in a moulding are frequently inevitable. Attempts to use mathematical models to predict mould shrinkage as accurately as possible have so far proved unsuccessful. The same applies to predicting fibre orientation in reinforced thermoplastics. Practical experience with the actual part is thus the most valuable guide.

5.2.5 Gate and mould design

The quality of a plastics moulding in terms of its suitability for a particular application is basically determined by the following factors:

- properties of the moulding material
- processing of the moulding material
- design of the moulded part [15].

Only optimization of all three factors will ensure a high-quality moulding. This requires close cooperation between the material manufacturer, designer and end user.

Processing involves the machine, mould and temperature control units. For mechanical, thermal and rheological design of a mould, modern mathematical methods are used in critical cases to back up the practical experience which is so necessary. The same applies to the design of complicated mouldings.

It is often possible to predict whether a moulding will match up to requirements (which should be comprehensively known) with the aid of materials science but trials which simulate practical conditions as closely as possible should always be carried out to demonstrate serviceability. Component testing under practical (or simulated) conditions should be accorded the greater importance [14].

Hostaform can be processed without any problem on hot-runner moulds [16, 17]; it should be remembered, however, that not all systems are equally suitable. It is advisable to heed the experience of the system suppliers.

The type of gate and its location in the mould are determined by various factors such as

- wall thickness
- flow path
- flow direction
- weld lines
- sink marks.

The size of the gate depends on the wall thickness of the moulding. If the gate is too large, cooling time and hence cycle time may be unacceptably long.

An undersized gate may cut short the holding-pressure time through freezing effects or cause excessive shear heating of the melt.

As a rough guide, the gate diameter should be about 2/3 of maximum wall thickness. The gate should be located in the area of greatest wall thickness in the moulding.

With submarine and pinpoint gates, no finishing is required.

Sprue and diaphragm gates require finishing and generally leave a clearly visible mark on the moulding surface.

5.2.6 Precision injection moulding

Injection moulded components with very close dimensional tolerances such as those used in the watch-making and office machinery industries or generally in the field of precision engineering are produced by what is known as the precision injection moulding method.

Optimization of machine settings

Machine settings for the injection moulding of precision components are optimized in accordance with the start-up procedure shown in fig. 82. An indispensable aid is a precision balance with an accuracy of 1/100 to 1/1000 g. Generally speaking, the cylinder temperatures and the nozzle temperature ($\vartheta_1, \vartheta_2, \dots, \vartheta_D$) are set on the temperature controllers to provide a steady rise in temperature from the feed zone to the nozzle. A typical temperature profile would be:

$$\begin{aligned}\vartheta_1 &= 170^\circ\text{C} \\ \vartheta_2 &= 180^\circ\text{C} \\ \vartheta_3 &= 190^\circ\text{C} \\ \vartheta_4 &= 200^\circ\text{C} \\ \vartheta_D &= 210^\circ\text{C}.\end{aligned}$$

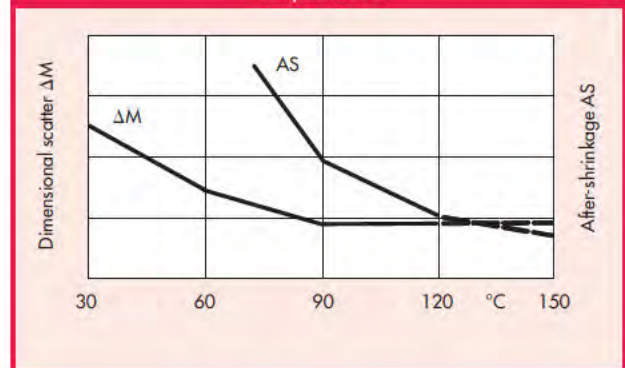
The screw speed (n_s) is set as shown in fig. 69 in accordance with screw diameter and peripheral screw speed v_s , which may be anything between 0.1 and 0.3 m/s. The specific back pressure (p_{sP}) should be between 0 and 20 bar. This serves both to improve melt homogeneity during plasticization and to increase the internal supply of heat due to friction and shear effects. The injection pressure p_{sP} should equal holding pressure p_N and be between 600 and 1200 bar, depending on the trial series. The injection time t_s is dependent among other things on the wall thickness of the moulding. For thin sections it is short and becomes longer as section thickness increases. Cooling time t_K and changeover time t_P are set according to empirical values. The mould clamping force F is dependent on injection pressure, the projected area of the moulding(s) and runner system and on the injection rate. It should be sufficient to prevent the mould from being forced open (formation of flash). ϑ_{T1} and ϑ_{T2} are the temperatures on the temperature control unit. They should be set so that the mould wall temperature ϑ_W is 120°C . The metering stroke s_D and melt cushion s_P are determined by the size of the moulding.

When all the settings have been made, the machine is started up and after about 30 cycles each moulding is weighed. If the weight remains constant within the permitted scatter range for 10 cycles then it can be assumed that thermal equilibrium has been established in the machine and mould (fig. 83).

The machine cycle is interrupted and the volume of material for one shot is discharged onto a heat-insulating surface. The temperature of the melt is measured with a needle pyrometer and compared with the specified melt temperature for Hostaform ($205 \pm 5^\circ\text{C}$). If the temperatures are not in agreement, the settings for the cylinder and nozzle heating are adjusted and the procedure for melt temperature measurement repeated. When the actual and specified temperatures agree, the machine is run until weight constancy of the mouldings is obtained once more.

The machine cycle is interrupted again to measure the mould temperature. The specified value for both mould wall temperatures ($\vartheta_{W1}, \vartheta_{W2}$) is 120°C because this is the temperature at which dimensional scatter and after-shrinkage are least, fig. 81. When the specified and actual values agree, the first trial series at a minimum of three different pressure setting levels is commenced. For each pressure setting level, 50–100 trial mouldings are produced. These are then evaluated.

Fig. 81 · Dimensional scatter ΔM and after-shrinkage AS of Hostaform as a function of mould wall temperature



Using statistical methods, the mean value \bar{X} and the 3 x standard deviation ($\pm 3 s$), ie 6 s, for the relevant dimensions (eg dimension A and dimension B, fig. 84) are determined at each injection pressure setting [8].

Fig. 82 · Machine settings for injection moulding

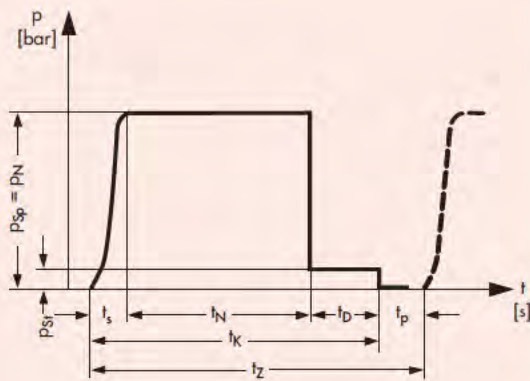
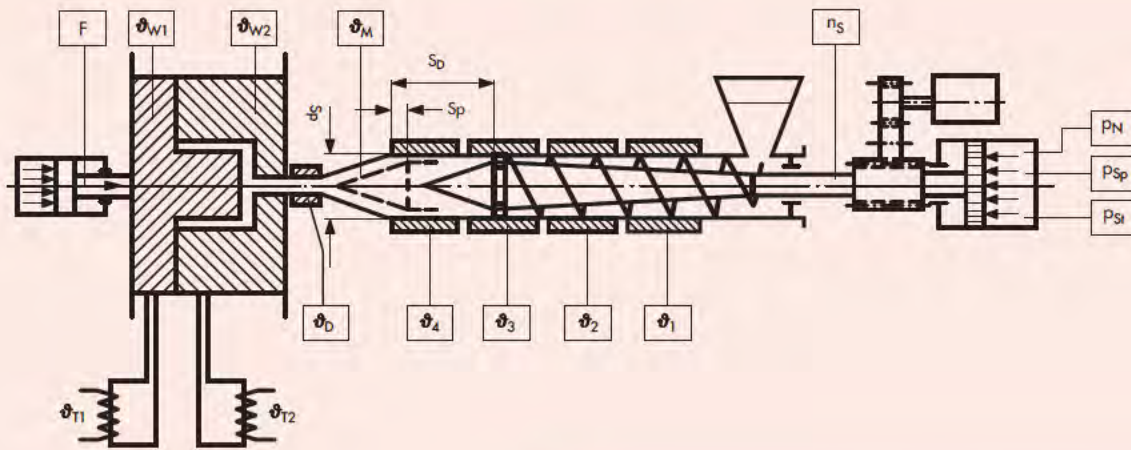
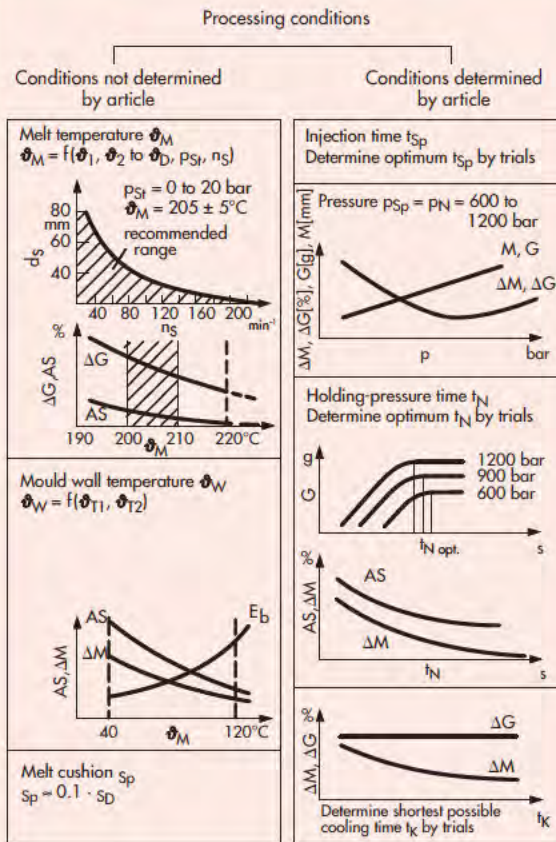
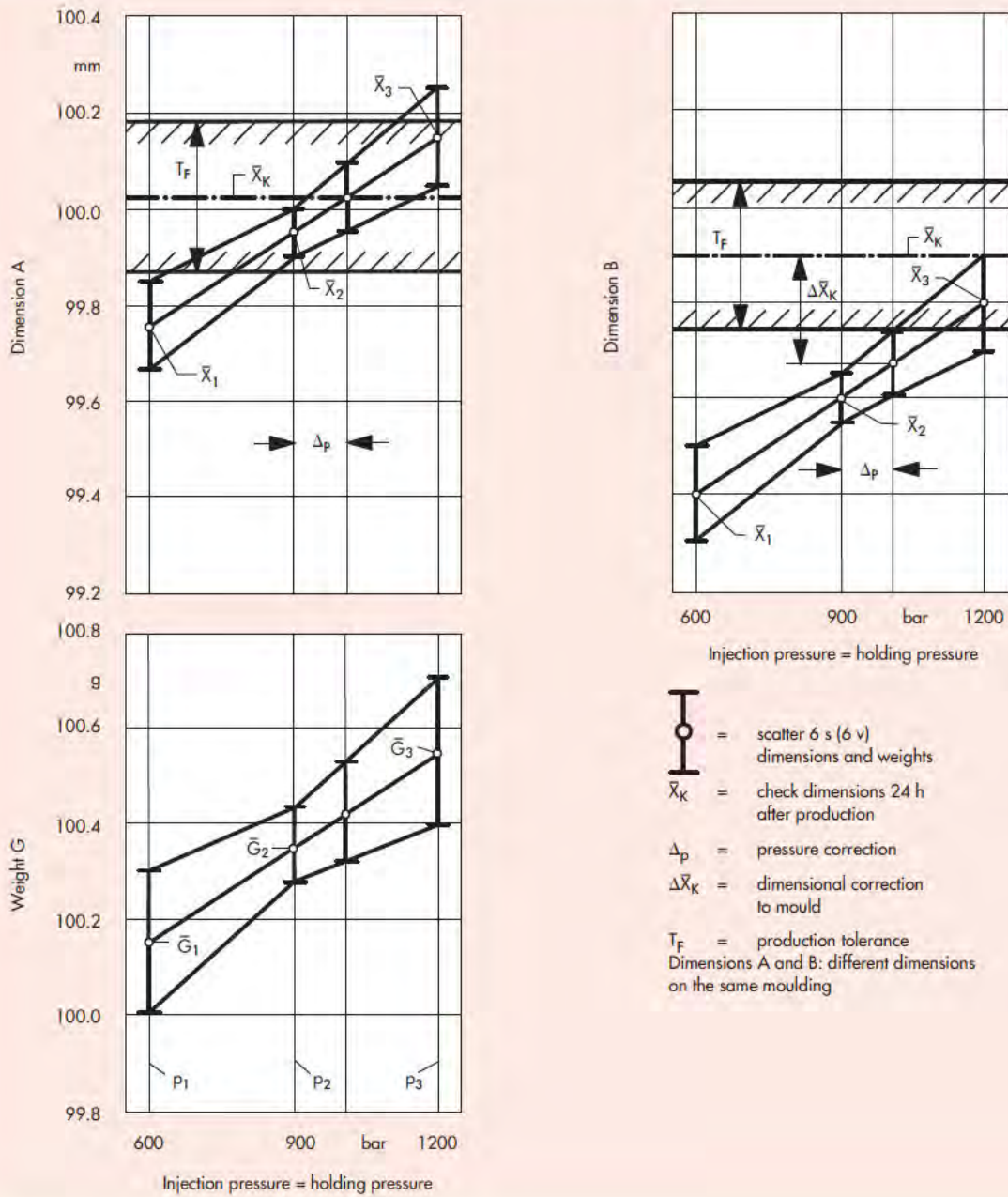


Fig. 83 · Processing conditions



$\varnothing_1, \varnothing_2$ to \varnothing_D	°C	cylinder temperatures, nozzle temperature
\varnothing_M	°C	melt temperature
$\varnothing_{W1}, \varnothing_{W2}$	°C	mould wall temperatures
$\varnothing_{T1}, \varnothing_{T2}$	°C	set value on the temperature control units
n_S	min ⁻¹	screw speed
P_{St}	bar	back pressure
P_{Sp}	bar	injection pressure
P_N	bar	holding pressure
F	N	clamping force
S_D	mm	metering stroke
S_P	mm	melt cushion
d_S	mm	screw diameter
t_s	s	injection time
t_N	s	holding-pressure time
t_K	s	cooling time
t_D	s	mould filling time
t_p	s	changeover time
t_z	s	cycle time
E_b	J	fracture energy
AS	%	after-shrinkage
ΔM	%	dimensional variation
ΔG	%	weight variation

Fig. 84 · Evaluation of trial mouldings



Polyoxymethylene Copolymer (POM)

The target range of tolerance (production tolerance T_F and check dimension \bar{X}_K) is entered on the diagram and the achieved dimensions and their scatter are compared with the tolerance range and with the position of the pressure optimum. The following procedure is then adopted:

1. Carry out pressure correction Δp to bring as many dimensions as possible within the tolerance range. In so doing, it is important to ensure that the pressure is not adjusted too far from the optimum pressure range as otherwise dimensional scatter will be increased.
2. For those dimensions still outside the tolerance range after pressure adjustment, it is necessary to correct the dimensions (\bar{X}_K) of the mould itself (see dimension B in fig. 84).
3. When the modification to the mould is complete, injection moulding is resumed at the corrected pressure. The dimensions of the mouldings obtained are checked and average weight determined.

From the optimization process, all required processing conditions are known. The correct injection pressure (= holding pressure) is ascertained by evaluating the dimensions of trial mouldings and the appropriate weight is determined.

Certain dimensions and weights, as also certain dimensional and weight variations (scatter), can be related to optimum processing conditions. With this knowledge, it is possible to base production control on weight and weight scatter.

Experience has shown that weight scatter should not exceed 0.6% (relative to the average weight of the moulding) if dimensional scatter is to be kept below 0.3%.

Tolerances

The dimensions of the moulding are important quality control characteristics. The dimensional scatter in manufacture of $\pm 3 s$ (or $\pm 3 v$) must be less than the required production tolerance T_F .

Depending on application requirements, there are three tolerance ranges:

A general-purpose injection moulding

$$T_F < 1 \% \text{ at } \vartheta_W = 60^\circ\text{C}$$

B injection moulding of engineering components

$$T_F < 0.6 \% \text{ at } \vartheta_W = 90^\circ\text{C}$$

C injection moulding of precision components

$$T_F < 0.3 \% \text{ at } \vartheta_W = 120^\circ\text{C}$$

These data are valid for nominal dimensions > 10 mm, fig. 85.

For nominal dimensions < 10 mm, the linear relationship between tolerance and nominal dimension no longer applies. The percentage tolerance thus increases very rapidly below about 3 mm, fig. 86 (see also DIN 16 901).

5.3 Extrusion

The extrusion method is used mainly to process Hostaform into semi-finished products (round bars, flat bars, hollow profiles and sheets). The dimensions and permissible dimensional and shape variations of such profiles and their supply specifications are standardized in DIN 16 974, 16 975, 16 977 and 16 978.

These semi-finished products are frequently machined to make prototypes, pre-production runs or even production parts in small quantities [18].

In extruding Hostaform, the main points to note are the characteristically narrow melting temperature range and the rapidity with which freezing takes place.

5.3.1 Extruder and screw

Hostaform is extruded on conventional single-screw extruders. Twin-screw extruders are not suitable. Cooling or heating of the screw is not required.

Short-compression-zone screws have a suitable geometry for extruding Hostaform. Screw lengths of 25 D give the best results. Shorter screws frequently lead to surging.

Processing on vented extruders is not recommended.

Fig. 85 · Tolerance classes for the injection moulded dimensions of Hostaform components (IT 8 to IT 13 = ISA basic tolerances)

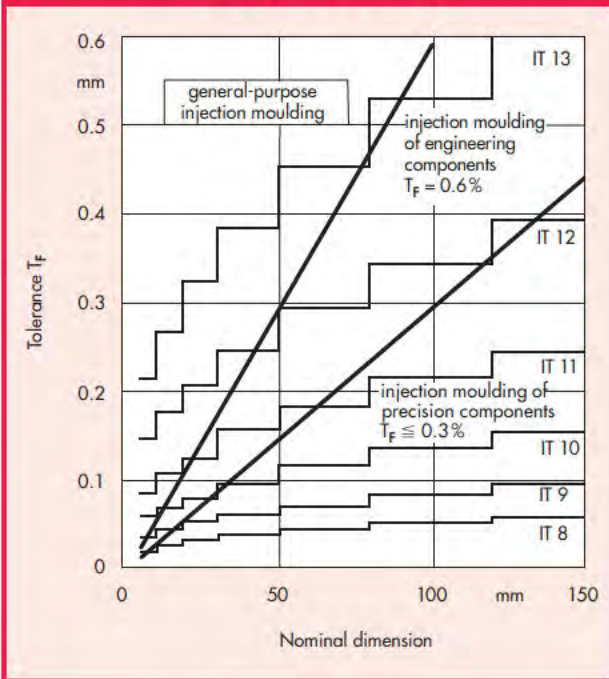
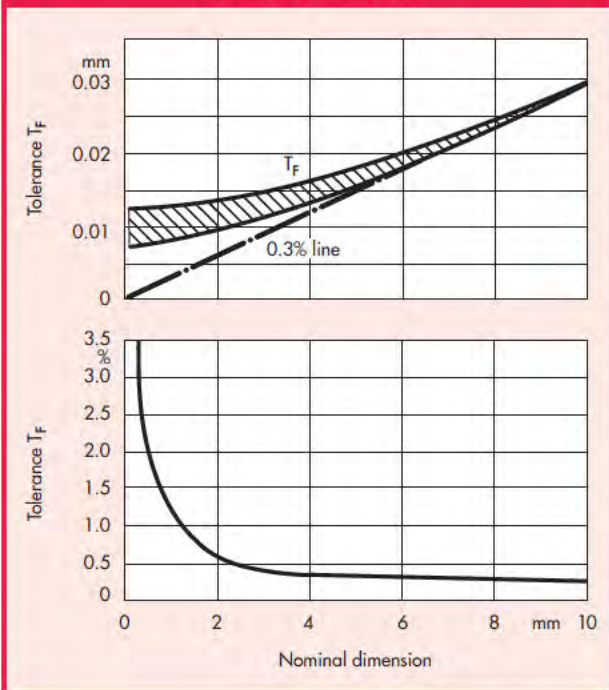


Fig. 86 · Production tolerance for Hostaform injection moulded precision components with small nominal dimensions



5.3.2 Material grades

For extrusion, the basic principle is to select a melt viscosity which will ensure that the plasticized material can be processed with maximum care. In most cases, this means the melt should be as highly viscous as possible, consistent with good homogenization. The Hostaform extrusion grades M30AE and M10AE are ideal materials for this purpose.

5.3.3 Extrusion of round bars

The design and mode of operation of an extrusion plant for round bars are shown in fig. 84. The difficulty of producing void-free round bars becomes greater with increase in diameter since uniform freezing of the extrudate throughout the cross-section is not possible.

Extrusion rate

To remove sufficient heat from the profile despite low thermal conductivity, not only is an effective cooling system essential but also a relatively low production rate. Experience shows that throughput rates of about 7-9 kg/h with single extrusion dies should not be exceeded.

To make full use of the considerably higher production rate of which the extruder is capable, round bars are frequently extruded with multi-orifice dies.

Back pressure

The extruded bar is deliberately retarded as it leaves the die by means of brake shoes or by a special haul-off system so that the freezing melt is placed under such high pressure that no voids are able to form and stresses due to volume contraction are largely avoided. The back pressure should be measured and controlled.

5

*Polyoxymethylene Copolymer (POM)***Cooling and melt temperature**

On leaving the sizing device, the frozen outer skin of the profile must be thick enough to withstand the internal pressure applied. This is achieved by means of external cooling chambers and/or direct water cooling (see fig. 87). To shorten the cooling operation, it is advisable to choose a low melt temperature. For this reason, the temperatures normally used are 180–185 °C.

5.3.4 Extrusion of sheets and flat bars

For sheeting of about 1000 mm width, extruders with a screw diameter of 90 or 120 mm are used. The polishing rolls are chrome-plated and polished to a mirror finish and are heated with oil or superheated steam. With calendered sheeting, throughputs of about 100 kg/h can be achieved.

To produce sheeting with the minimum internal stress and with a high gloss surface, the two feed rolls should be heated to 130–135 °C and the delivery roll to 120–125 °C. Infrared heaters fitted additionally to the roller unit help to ensure uniform cooling, particularly in the edge regions of the sheet, and thus to

produce an evenly stress-free profile. As a rule, the sheet edges are trimmed straight once the sheet has passed through the rolls.

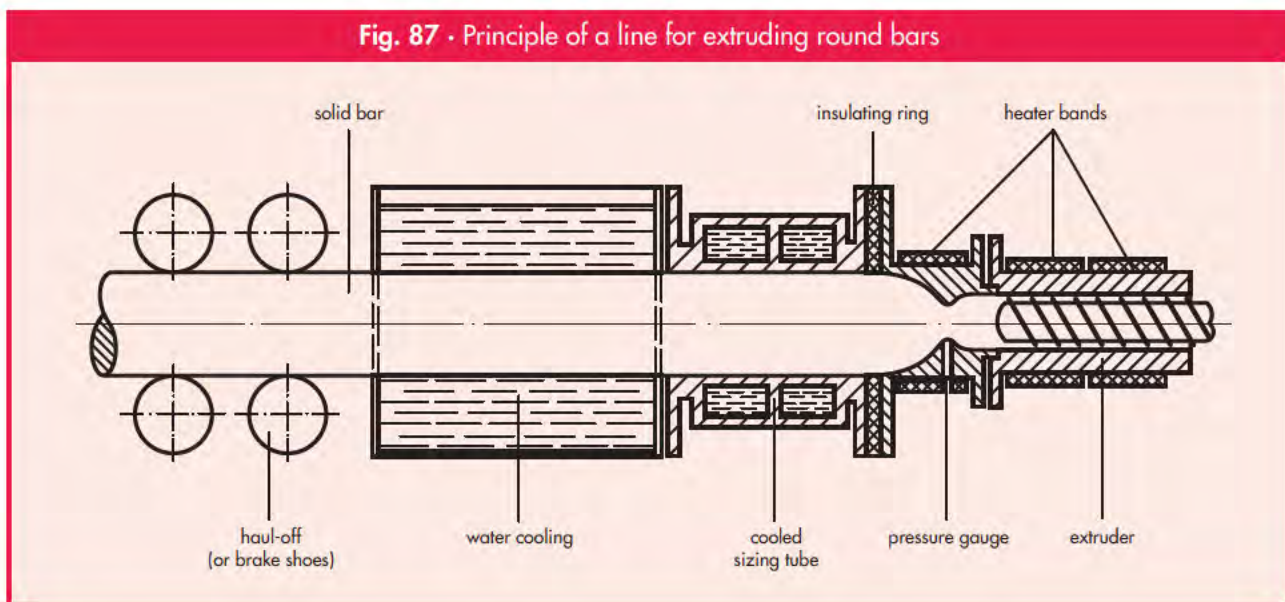
Sheeting can also be produced by compression moulding. In this case, the material is preplasticized in an extruder, ejected into the heated compression mould, compressed, and then held at constant pressure and cooled to the demoulding temperature.

5.3.5 Extrusion of pipes and hollow profiles

Up to now, most extruded pipe has been 5–8 mm in outside diameter. It is used as casing for Bowden cables.

Pipes up to an outside diameter of 10–12 mm can be vacuum sized, whereas larger dimensions can be produced only by a combination of vacuum and internal pressure systems. These points must be borne in mind in designing the die and system of sizing.

A pipe extrusion line consists of an extruder with die, sizing device, quench bath, haul-off system and cutting and/or reel-up equipment.



5.3.6 Annealing

Despite all countermeasures, a certain amount of uneven cooling will take place over the cross-section and cause internal stresses which have to be relieved by a final heat treatment. This annealing treatment is usually carried out in air or nitrogen (circulating air oven) or in liquids (waxes, oils) at 140 °C for a period of 10 min per mm wall thickness or diameter. To avoid possible formation of stresses as a result of heating up or cooling down, both operations should be carried out slowly and evenly. The times required for these operations are added to the annealing time.

Example: round bar 100 mm diameter

Annealing:		
100 (mm) x 10 (min/mm)	= 1000 min	
	△ 16 h 40 min	
Heating the loaded oven from cold	= 3 h 20 min	
Cooling the oven to 40 to 50 °C	≈ 6 h	
Total annealing		26 h

5.4 Extrusion blow moulding

General

This is a two-stage process. The first stage comprises the production by extrusion of an inflatable preform, the second, blow moulding and cooling the article in the mould.

For extrusion blow moulding, plastics with a relatively high melt strength are required. Hostaform C 2521 is suitable for the production of small hollow mouldings up to a maximum capacity of 1 litre.

The shrinkage of Hostaform blow moulded articles is between 2 and 4%.

Machine and mould

Hostaform containers up to a capacity of 5 litres are produced on blow moulding machines without a melt accumulator, ie the tubular parison is extruded continuously. Larger blow moulded articles require machines with an accumulator head in which the plastic melt collects until the required shot volume has been obtained and is then extruded relatively quickly.

To plasticize the material, slow-running, single-screw extruders fitted with screws between 20 and 25 D in length are suitable.

Processing

On discharge from the head, the plasticized material should have a temperature of about 185 °C. At this point, sagging can be limited by judicious lowering of the temperature (but not below 170 °C). To obtain uniform axial wall thickness distribution, it is necessary, particularly with non-cylindrical shapes because of different radial blow ratios, to provide programme control of parison wall thickness in the axial direction. When processing Hostaform, the die must be adequately heated in the orifice region (≥ 170 °C) since otherwise temperature variations in the parison wall will cause irregular parison swell and continuous operation will be interrupted.

Well-formed, blow-moulded containers with a smooth finish are obtained only when the mould is maintained at about 90 °C.

When production ceases, the screw must be run until it is completely empty, ie until no more plasticized material comes out, before the extruder is switched off. When production is to be resumed, the pre-determined temperature settings should be raised by about 20 °C for the initial startup period. When these higher temperature values have been reached, it is necessary to wait at least 15 min before the extruder drive is switched on. Only in this way can cooled material – particularly in the adaptor between the extruder and head – be plasticized sufficiently. When the extruder is started, granules should be fed in slowly (half of the visible screw region in the feed opening should be covered) until the parison emerges. The temperatures can then be returned immediately to the established production settings, and the material fed in as usual.

Polyoxymethylene Copolymer (POM)

When changing from another thermoplastic to Hostaform, “purging” clean with Hostaform may cost more than a strip-down and clean of the machine.

If the previous material was PVC, the machine should in any case be thoroughly cleaned since PVC splits off hydrochloric acid and polyacetal is not resistant to this.

5.5 Injection blow moulding

General

Injection blow moulding – like extrusion blow moulding – is a two-stage process. The first stage consists in injection moulding an inflatable preform in a mould comprising a cavity and core rod. The second stage involves transferring the preform to a blow mould where it is blown into the finished product and cooled, fig. 88.

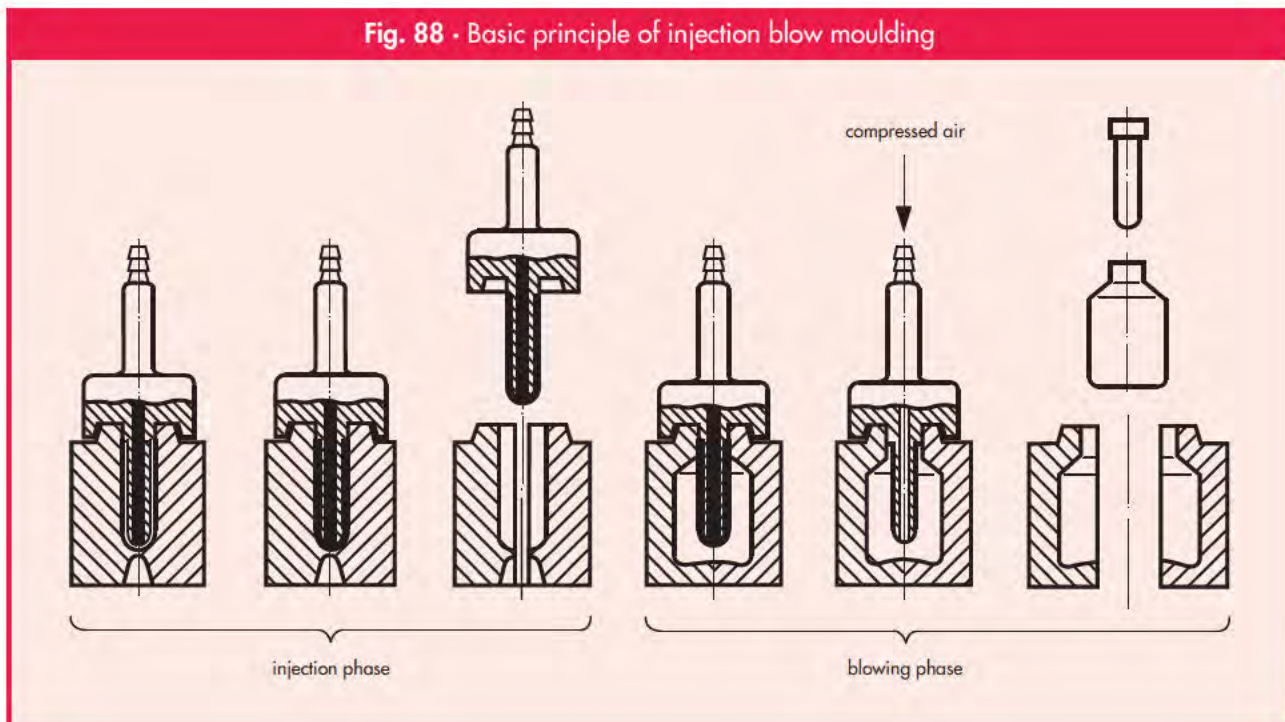
An important feature of injection blow moulding is that it allows scrap-free production of containers. In addition, the process has a number of other advantages such as

- high dimensional accuracy
- uniform wall thickness
- minimal weight and volume variation
- no weld lines
- optimum surface quality
- improved mechanical properties.

These advantages generally ensure minimum material requirement and optimum finished-part properties.

However, the advantages have to be weighed against the limitation that containers with an offset opening, additional openings or blow moulded handles cannot be produced by injection moulding. This also holds true for bottles with extreme cross-sections or longitudinal sections, for example flat rectangular cross-sections with a side ratio of $a:b > 1:2.5$ [9]. Because of its high rigidity and impact strength, Hostaform is suitable for the manufacture of containers subject to internal pressure. The main use of Hostaform in injection blow moulding is to produce aerosol containers.

Hostaform C 2521 has proved an ideal grade for injection blow moulding.



5.6 Assembly of mouldings and semi-finished products

With the present drive towards efficient, low-cost manufacture of plastics assemblies, the actual technique of assembly has become increasingly important. For manufacturing and fabrication reasons, it is often necessary to produce the component parts separately and then assemble them as required. Hostaform mouldings can be joined efficiently to produce assemblies with good resistance to mechanical stress. Various assembly methods are suitable and these are described in detail in our series of publications entitled "Design · Calculations · Applications". In series B "Design of technical mouldings", the following brochures have so far appeared on this subject:

- B.3.1 Design calculations for snapfit joints in plastic parts
- B.3.2 Fastening with metal screws
- B.3.3 Plastic parts with integrally moulded threads
- B.3.4 Design calculations for pressfit joints
- B.3.5 Integral hinges in engineering plastics
- B.3.7 Ultrasonic welding and assembly of engineering plastics

Publications in this series are available on request.

Hot-plate welding

Hot-plate welding has proved a successful method of joining Hostaform injection moulded components, irrespective of pigment or additive content. This method is particularly suitable for joints which are to be mechanically stressed, for large joints, or for components whose particular shape precludes the use of other methods.

The surfaces to be joined are brought up to temperature by light contact with a PTFE-coated hot plate and are then welded together under pressure. The hot-plate temperature should be between 220 and 240°C. The heating up time is about 5–30 s, depending on the shape of the component and, of course, the melt viscosity of the particular Hostaform component being used. When joining the heated surfaces, it is an advantage to use a welding pressure control system in which welding pressure is automatically controlled by travel path when the mating surfaces reach a predetermined distance apart (≈ 0.5 to 1.5 mm).

Friction welding

Another low-cost method of joining injection moulded components is friction welding. With this method, it is essential for the joint faces to be rotationally symmetrical.

Experience so far has shown that frictional speeds between 100 and 300 m/min at contact pressures of 0.2 to 0.5 N/mm² give successful results. The optimum conditions must be determined for each particular component; these vary with the geometry of the component, the type of joint, the construction of the drive device and the grade of material used.

Riveting

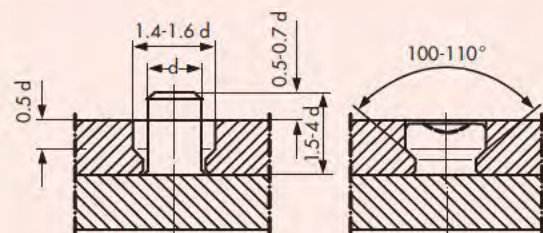
To join Hostaform components with each other or with parts made from other materials, hot riveting and ultrasonic riveting are suitable methods.

Hot riveting

In hot riveting, a PTFE-coated tool is brought up to a temperature of about 220 to 230°C. In the first stage, the rivet is preheated with the tool and in the following stage, the head is formed with a cold heading tool, fig. 89.

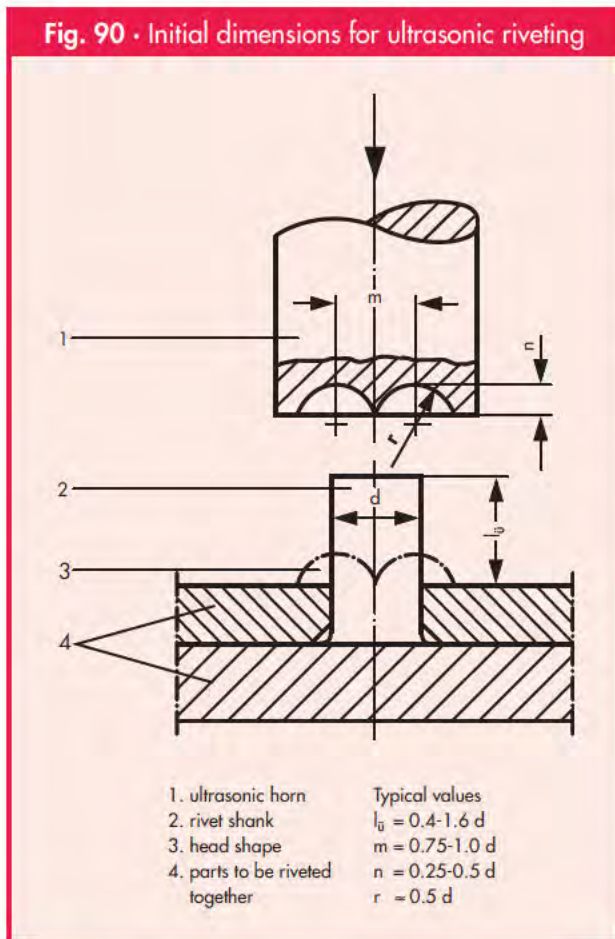
With appropriately designed riveting tools, several rivets can be closed in one operation.

Fig. 89 · Initial dimensions for hot riveting



Ultrasonic riveting

In ultrasonic riveting, the ultrasonic horn acts additionally as a heading tool (fig. 90). Ultrasonically riveted joints are low in stress, have high mechanical load-bearing capacity and are less sensitive to temperature changes. In contrast to cold-riveted joints, they have no noticeable “memory” and thus have good long-term properties. Ultrasonic riveting provides the advantage of short cycle times.



Adhesive bonding

Conventional adhesive systems

Because of its high solvent resistance, Hostaform is not readily bonded with conventional adhesives. Joints made with pressure-sensitive adhesives are the only type possible. To obtain high-strength bonds, the surfaces must be pretreated. Suitable options include mordant solutions, primer coats or corona discharge.

After thorough surface pretreatment, the following adhesive systems can be used:

Type of adhesive	Base
Contact adhesives	polychlorobutadiene with isocyanate crosslinking agents
Two-component adhesives	epoxy resin polyurethane nitrile rubber/phenolic resin methacrylate
Hot-melt adhesives	vinyl copolymers
One-component polymerizable adhesive	cyanoacrylate

Bonds obtained with these adhesive systems have sufficient strength for many applications.

5.7 Surface decoration

Consumer taste and publicity needs are not always fully satisfied by the pigmentation of plastics or by the possibility of obtaining two-colour mouldings in the injection moulding process. There is in addition a demand for plastic products which, for decorative and/or information purposes, are given a printed, painted or hot stamped finish. Flock coating and metallizing of the surface are further special types of finish supplied.

5.7.1 General surface requirements

To attain an aesthetically pleasing decorative effect, it is essential for the mouldings to have a smooth, flawless surface. Irregularities or scratches, weld lines or other surface defects are not as a rule obliterated by surface decoration but remain visible on the decorated surface and detract from its appearance. This should be taken into account by exercising care in polishing the mould and by maintaining optimum processing conditions (mould and melt temperature, injection pressure, injection rate).

With nearly all mouldings, the surfaces are likely to be soiled and so generally speaking a cleaning process should precede surface decoration. Numerous solvents such as paint thinners or trichloroethylene are suitable for this purpose.

A special surface pretreatment is frequently necessary, and may be either chemical or mechanical. Decorative materials applied onto an untreated surface should in any case be given a heat treatment either as they are applied (hot stamping foil) or after application (primers, printing inks).

5.7.1.1 Mechanical pretreatment

Roughening the moulding surface by sandblasting, grinding etc. induces a surface activation and aids adhesion of subsequently applied decorative materials. This method is very costly and therefore is hardly ever used.

5.7.1.2 Acid etching

The same effect is achieved by controlled slight etching of the surface of the moulding in an acid bath. Here again the surface is roughened and takes on a matt appearance. Afterwards the parts must be thoroughly rinsed in warm water at 60 °C. After air drying, the surface can be readily wetted.

5.7.1.3 Primers

Primers are included among coatings which will adhere to Hostaform mouldings without surface pretreatment but unlike hot stamping foils or printing inks, primers are used only as aids to decoration, ie adhesion promoters for topcoats.

5.7.1.4 Physical pretreatment

Pretreatments commonly used for other plastics such as flame treatment or exposure to corona discharge are unsuitable for Hostaform because they bring hardly any improvement in adhesion.

5.7.2 Painting

Conventional topcoat systems are used and the choice of system depends on the paint properties required, eg weathering resistance, chemical resistance, scratch resistance etc.

5.7.3 Vacuum metallizing

By this process, a mirror-finish, metallized surface can be imparted to Hostaform mouldings. The various operations required are as follows:

– Pretreatment

The surfaces to be metallized are first cleaned and degreased, followed by mechanical delustring or preferably acid etching as described in section 5.7.1.2. The primer treatment discussed above also produces satisfactory results.

– Base coating

The quality of adhesion of the evaporated metal depends mainly on the suitability of the basecoat applied to the surface to be metallized. The two-component, polyisocyanate-based lacquers developed specially for vacuum metallizing have proved very good. After application, they are cured in a drying oven.

– Vacuum metallizing

Evaporation of the desired metal onto the article is carried out under the usual conditions for this method.

– Topcoating

The evaporated metal layer is very sensitive to mechanical damage. To protect it from scratches, a colourless or transparent topcoat is applied.

5.7.4 Electroplating

Hostaform mouldings can be coated with a conducting metal layer then electroplated by the usual electro-chemical method. The surface may be roughened by the etching process described.

It is not possible to obtain firm adhesion of the metal layer to the plastic and for this reason the coating has to be of at least sufficient thickness to be self-supporting.

5.7.5 Hot stamping

Hot stamping of Hostaform mouldings is a frequently employed method of decoration because pretreatment of the surface is unnecessary. However, the surface must be clean.

The popularity of this method is reflected in the large number of hot stamping foils at present on the market which are suitable for Hostaform. The choice of foil depends on the stamping method to be used (positive stamping, negative stamping, large-area stamping, relief stamping, reciprocating press, rotary press with cylindrical or flat die, stamping with brass or silicone rubber dies), the properties required of the stamping (scratch and abrasion resistance, chemical resistance, weathering resistance) and of course the shade required, including surface finish (glossy, matt). This great variety of choice makes it impossible to give general recommendations on suitable foils and stamping conditions. For example, the required temperature of the stamping die can vary between 100 and 200 °C, depending on the type of foil. Stamping equipment must have accurate control systems for pressure, temperature and die dwell. A uniform contact pressure is particularly important. Exact setting of the stamping die is not in itself sufficient. Care must also be taken to ensure that the moulding is firmly and evenly supported. Soft supports such as rubber are unsuitable. High contact pressure, short dwell times and high temperature are the preferred processing conditions. Flat surfaces are of course easier to stamp than domed surfaces, solid parts easier than hollow. In certain cases, preliminary trials may be required.

It is always advisable to consult the foil manufacturer.

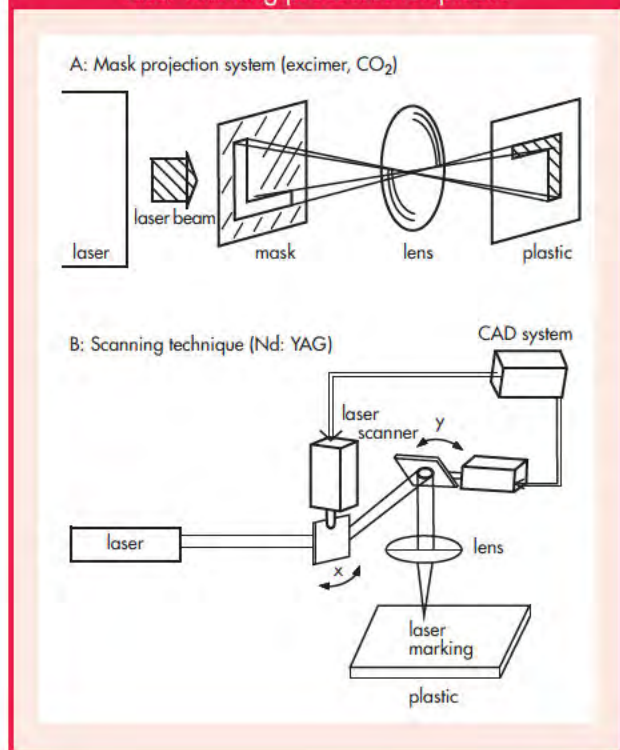
Lists of suppliers of the primers, printing inks and stamping foils mentioned above are available on request.

5.7.6 Laser marking

A relatively new, contactless method for applying text, patterns and symbols of all kinds on the surface of plastics involves marking with a laser beam [22]. This is a “clean” process requiring no surface pretreatment, colour pastes or solvents; the moulded parts cannot be contaminated or damaged by it. Laser marking is fast, uncomplicated, extremely flexible in terms of changing fonts and characters and can be readily integrated into production units.

There are two methods for laser marking polymers: the mask projection system (fig. 91 A) and the scanning system (fig. 91 B). Which of these is the most appropriate method will depend on the job at hand, the required results and the type of material. Each process requires its own special equipment.

Fig. 91 · Diagrams showing basic principles of laser marking processes for plastic



Mask projection system

In this process, the laser beam initiates a photochemical reaction of the pigments or additives on the plastic surface. The result is a marking which may be light or dark, depending on the base colour. Marking is carried out through a metal or ceramic mask. For a change of character, the mask must be changed. Excimer or CO₂ lasers are suitable for the mask projection process.

Scanning system

In this process, a laser beam passed through a system of mirrors “writes” the required marking on the plastic. The marking in the plastics surface is produced by foaming or burning an extremely thin layer or by bleaching out pigments. By varying the intensity of the laser beam, a thinner marking can be produced or a thicker one that is slightly raised from the surface. The particular advantage of this process is its high flexibility. Changes, modifications, serial numbers etc. present no problem. The required marking data are entered in a PC program which controls the laser unit. This process operates with an Nd: YAG laser.

Laser marking of Hostaform mouldings

Extensive trials have already been carried out with laser marking of Hostaform mouldings. In table 3 special colours for laser marking with the appropriate marking colours are listed.

5.8 CAMPUS plastics data base

In conjunction with other material manufacturers, Ticona has helped to set up a standardized plastics data base which is available on diskette.

The data base contains values which

- have been measured in standard tests on test specimens prepared by standard methods
- have been carefully chosen to describe the property profiles of plastics with sufficient accuracy to form the basis for material selection.

*CAMPUS = registered trademark of CWFG, Frankfurt am Main, Germany

Table 3: Laser marking of Hostaform C

	Colour		Marking	
			Nd:YAG laser 1064 nm	Excimer laser 351 nm
Hostaform	10/9005	black	white	
	80/9006	dark blue	white	
	60/9007	dark brown	white	
	70/9008	green	pale green	
	80/9009	blue	pale blue	
	30/9010	gray	white	
	40/9011	crimson	pink	
	80/9012	violet	pale violet	
Hostaform	20/9001	white		black
	20/9002	ivory		black
	40/9003	red		white
	50/9004	yellow		gray
Hostaform	10/9101	near-black	blue	
	10/9102		green	
	10/9103		yellow	
	10/9104		red	

6. Recycling Hostaform

Hostaform can be recycled in various ways – some of which have limitations.

Material recycling

Sprues, rejects etc. can be processed as regrind in blends with virgin material. This includes the common practice of feeding sprues directly back into the injection moulding machine. It is important to ensure, however, that regrind is dry, clean and dust-free since otherwise processing stability is reduced. The addition of regrind can also impair feed behaviour.

The use of regrind is not recommended for high-quality engineering parts.

Hostaform waste can also be remelted and repelletized but attention must be paid in this case to some specific requirements resulting from its chemical structure. Polymer-type purity and cleanliness of the waste material are particularly important in this process. In practice, this places some limitations on the use of recompounding as a recycling option.

When a material has passed through the recycling loop several times, some deterioration in properties may occur due to degradation and consequently there are restrictions on the possible uses for recycled material. This applies particularly to material produced wholly or partly from post-consumer waste. Quality assurance conforming to ISO 9001, which can be achieved in the production of virgin material, is not really possible with these POM recyclates.

Multiple processing can lead to material degradation. This is shown by an increase in the volume flow rate MVR which is an index for reduction in molecular weight, fig. 92. An increase in MVR is accompanied by a loss in thermal stability and frequently in toughness as well.

Fig. 92 · Change in the volume flow rate (MVR) of polyacetals as a function of multiple processing



Feedstock recycling

Another recycling option is feedstock recycling, in which waste plastics are broken down into their constituent monomers for reuse as feedstock in new polymerization processes. Virgin material results from this process and so there is no loss in quality, unlike with recyclates. Although Hostaform has a structure which makes it particularly suitable for this option, the process is not at present being exploited industrially owing to an absence of the necessary logistics for collecting the used parts and for economic reasons.

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8. Photo supplement showing typical applications



Basic grades

Proven standard grades for injection moulding, extrusion and blow moulding

Photos 1-4: Modern, heavy-duty kitchen tap components consist of three materials: metal, ceramics and Hostaform C 9021



Photo 5: Dial switch disk for current meter made from Hostaform C 9021 with engaging springs, snapfit hooks and dial bar

Photo 6: More than 20 components made from Hostaform C 9021 and C 9021 GV 3/20 for a modern gas meter



Photo 7: Directional control valve blocks made from Hostaform C 9021 with integrally moulded snapfit hooks for straightforward assembly

Polyoxymethylene Copolymer (POM)

Photo 8:
Perfume container – inner parts with integrally moulded spring, engaging and snapfit elements made from Hostaform C 9021



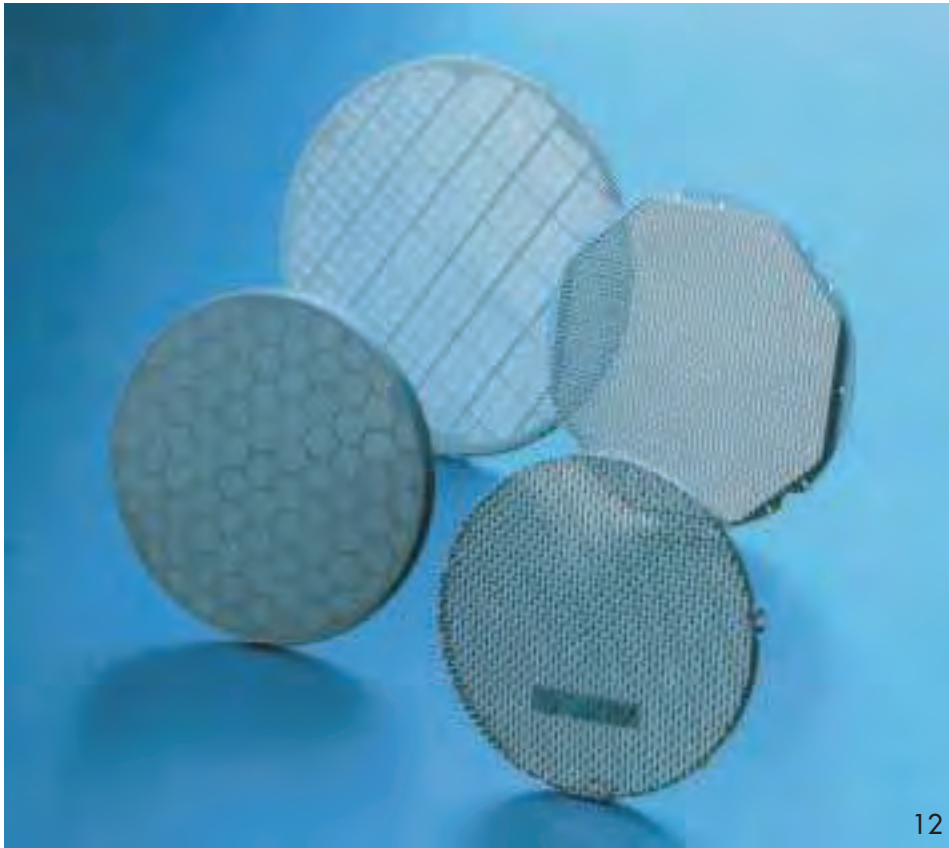
Photo 9:
Truck door handles made from UV-stabilized Hostaform C 2521 are of robust design appropriate to the application

Photo 10:
Drive wheels with internal tothing made from Hostaform C 2521 for a motor mower



Photo 11:
Automotive clip made from Hostaform C 2521 with various spring and snapfit elements designed to hold cables and pipelines and fix the clip to the car





Easyflowing grades

These are distinguished mainly by their high melt flow rates and meet all requirements of modern injection moulding technology.

Photo 12:
Speaker grille with complicated moulding geometry made from extremely easyflowing Hostaform C 27021 and Hostaform C 52021

Photo 13:
Fuel supply system with parts made from easyflowing Hostaform C 13031

Photo 14:
Key guides made from easyflowing Hostaform for the keyboard of a PC system

12



13



14

Polyoxymethylene Copolymer (POM)

Photo 15:

Base plate with more than 100 parts made from Hostaform C 13021, produced by outsert moulding for a video recorder



Photo 16:

Clips made from easyflowing Hostaform C 13021 for fastening pipelines and cables in automotive manufacture

Photo 17:

Spring plate made from very easyflowing Hostaform C 27021

Photo 18:

Rotating and sliding elements made from UV-stabilized, easyflowing Hostaform C 13031 for vertical blinds



15

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17

18



19

Grades with improved slip properties

These are modified with additives which improve slip properties and/or abrasion resistance.

Photo 19:
Bevel wheels made from molybdenum-disulphide-modified Hostaform C 9021 M in an automotive ventilation/heating system

Photo 20:
Circuit breaker (modular design) with gearwheels precision moulded from slip-modified Hostaform C 9021 K

Photo 21:
Gearwheel assembly made from Hostaform C 9021 G for a towel dispenser

Photo 22:
Zip fastener with injection moulded plastic teeth made from the special grade Hostaform C 13021 RM



20



21



22

Glass-fibre/glass-sphere-reinforced grades

In these grades, glass fibres or glass spheres are used as reinforcing materials.



23

Photo 23:

Toothed rack measuring 190 x 9 x 11 mm, injection moulded from 30%-glass-sphere-reinforced

Hostaform C 9021 GV 3/30

Photo 24:

Toothed ring made from Hostaform C 9021 GV 3/30

– true-running and distortion-free

o.d. = 135 mm

i.d. = 100 mm



24

Photo 25:

Pump with parts made from Hostaform C 9021

GV 1/30 for an auto-

motive windshield (screen) washer unit



25



26



27

Impact-modified grades

These grades are blends with elastomers and have higher impact strength than the basic grades.

Photo 26:

Parts of a conveyor system for garment blanks in the clothing industry: garment carrier and pulley made from Hostaform S 9063, other parts made from C 13021 and C 2521

Photo 27:

Automotive aerial bushing made from impact-resistant, easyflowing Hostaform S 27063

Photo 28:

Orbital sander plate with outsert moulded components made from Hostaform S 9063

Photo 29:

Flexible adjusting ring made from high-impact Hostaform S 27064 for trimming-depth adjustment on an electric shaver



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Photo 30:

High-load-bearing belt fasteners made from high-impact, high-weld-strength Hostaform S 9244; hinged flap with snap-in projections made from extremely easyflowing Hostaform C 52021



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30

Laser marking of Hostaform

This is a fast, clean, noncontact process which offers a high degree of flexibility and produces very good results.

Photo 31:
Money box made from very easyflowing Hostaform C 27021

Photo 32:
Hair collector for an electric shaver, laser-marked with text, codes, safety symbols and the company logo

Photo 33:
Laser-marked fountain pen top made from very easyflowing Hostaform C 27021 (two-colour injection moulding)



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polyoxymethylene copolymer (POM)

Celanex®

thermoplastic polyester (PBT)

Impet®

thermoplastic polyester (PET)

Vandar®

thermoplastic polyester alloys

Riteflex®

thermoplastic polyester elastomer (TPE-E)

Vectra®

liquid crystal polymer (LCP)

Fortron®

polyphenylene sulfide (PPS)

Celstran®, **Compel®**

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GUR®

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From: [REDACTED]
Sent: Friday, September 05, 2014 1:21 PM
To: [REDACTED]
C1A Pawl Post Full Presentation

Gentlemen,

Due to Ford's email system we have generally been using Dropbox to trade documents (File size for both the PowerPoint [42 megabytes] and the PDF [14 megabytes] are too large). I created a folder to fulfill the request from the Automotive Safety Office for the presentation so I am adding you to that folder. Ford IT computer permissions will not let you install the app but you can access the dropbox through your web browser at www.dropbox.com. Look for a folder invite coming your way shortly.

The presentation is a working one and requires either Kosta or I probably to do the speaking in order to tailor it to which audience is being presented to at the time. I would recommend we use something like Kosta's summary for most of the presentations as I just don't think people can easily digest all the details in my 147 slide one. Either way the folder I am sharing includes both a PowerPoint and PDF of the bigger presentation – both are very large file sizes.

Thanks,
[REDACTED]
STA – Latches/Door Systems

From: [REDACTED]
Sent: Thursday, September 04, 2014 12:46 PM
To: [REDACTED]
Subject: RE:

Please send Noah your entire presentation.... I know it is big... you may want to just send him a PDF of the file.

[REDACTED]
North America STA Manager Exteriors
Cell Phone #: (313) 805 2346

From: [REDACTED]
Sent: Wednesday, September 18, 2013 3:35 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: CCRG Paper - Fiesta/Fusion child lock issue

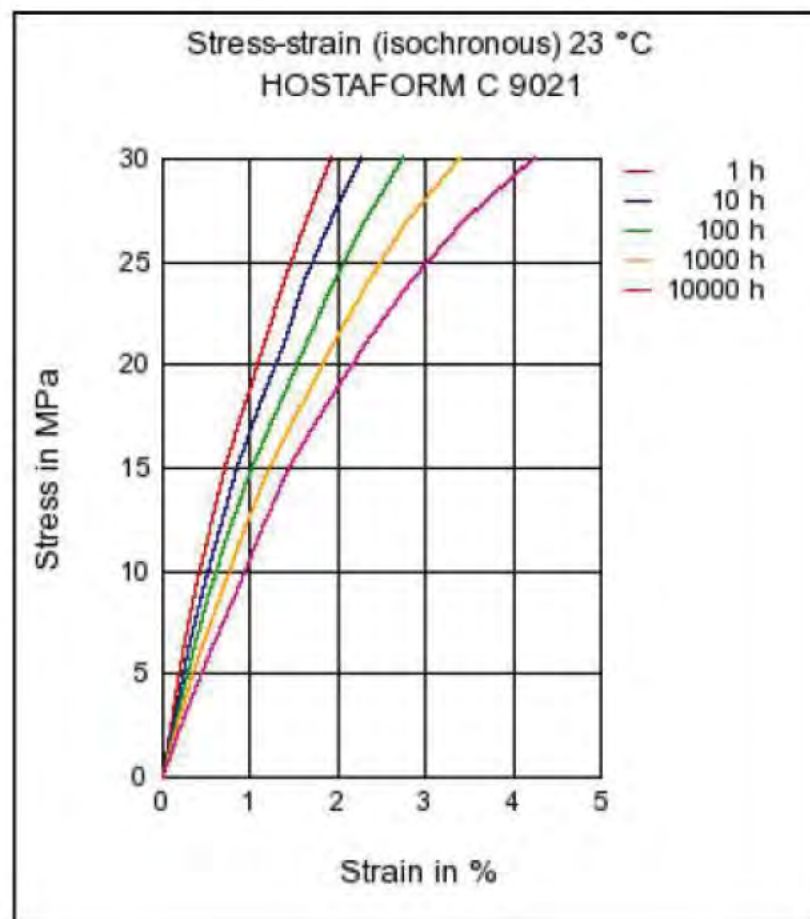
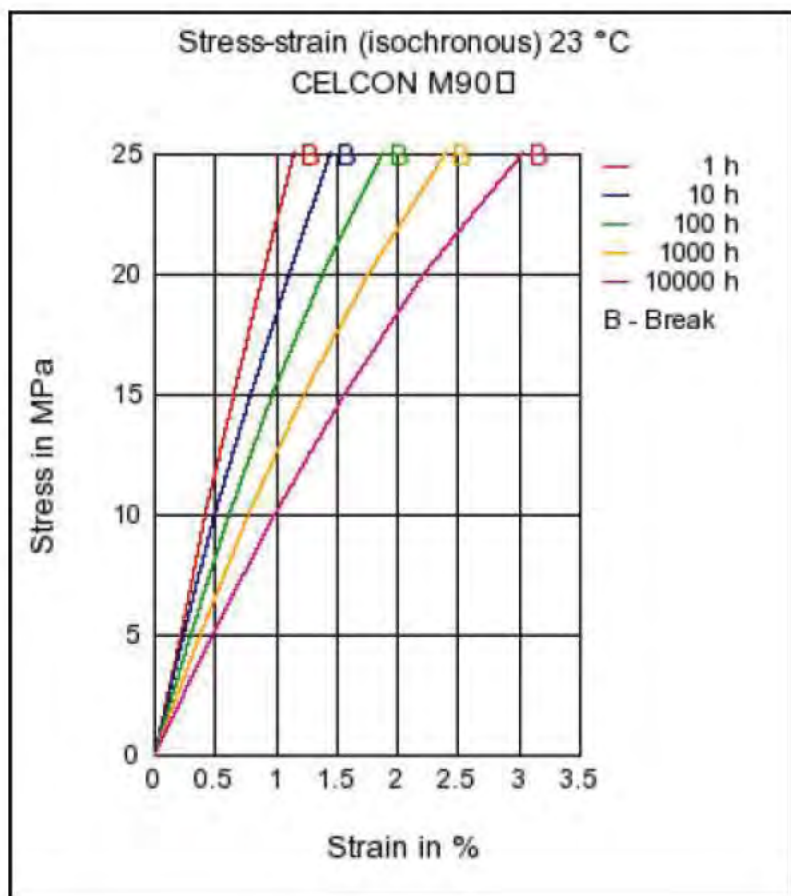
Importance: High

[REDACTED] Adrian and I met this afternoon via WebEx. Adrian was able to show me a video of the condition so now I have a better idea of the mechanism of the failure. He also sent me an 8-D from Kiekert. Adrian and Gilbert feel that this is a design issue related to the incorporation of the quiet-latch change (over-molded part) and not necessarily a supplier manufacturing issue. Regardless, I still need the 14-D to be able to at least partially populate the CCRG document (Kosta will need to populate the "Date mining" portion). Once I am able to populate the document, we will meet again to review it.

Regards,

[REDACTED]
STA Supervisor - Body & Exterior Hardware Ford Motor Company
[REDACTED]

"No shortcuts. No assumptions. No opinions. Data driven."



DETERMINATION OF TIME-TEMPERATURE SHIFT FACTOR FOR LONG-TERM LIFE PREDICTION OF POLYMER COMPOSITES

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SUMMARY

The methodology for accurately determining the time-temperature shift factor used in the accelerated testing for the long-term life prediction of polymer composites is proposed in this paper.

Keywords: Polymer composites, Life prediction, Viscoelasticity, Time-temperature superposition principle

INTRODUCTION

In recent years materials that possess high specific strength and specific modulus were developed to fulfill the need for advanced lightweight structures. Fiber reinforced plastics (FRP) are materials that have these properties, and are being used in structures as primary as well as secondary load carrying members. Therefore, the development of a testing procedure to evaluate the lifetimes of materials in extreme service environments is becoming a high priority.

The stress-strain relation of polymer resin exhibits time and temperature dependence, called viscoelastic behavior, not only above the glass-transition temperature T_g but also below T_g . Thus, it can be presumed that the mechanical behavior of FRP also depends on time and temperature even below T_g which is within the normal operating-temperature range. These examples have been shown by Aboudi *et al.* [1], Gates [2], Rotem *et al* [3].

With service lifetimes measured in years, it is almost unthinkable to do real time testing under a variety of conditions. Accelerated testing methodologies for metals have been studied for some time. One of the most popular tools used to predict the fatigue life of metals is the S-N curve, which is based on the assumption that fatigue life depends on cycles, but not on time. Therefore, the cyclic loads can be applied at much higher frequencies than the actual loading to accelerate the fatigue test. Unlike metals, polymer composites are viscoelastic and their properties exhibit strong time and

temperature dependencies as mentioned above. Since time plays an important role in the fatigue and creep of polymer composites, simply applying the S-N curve to polymer composites will not provide accurate prediction of the fatigue life.

We proposed the accelerated testing methodology (ATM) based on the time-temperature superposition principle (TTSP) for polymeric materials. This principle was originally developed for non-destructive material properties, but our recent studies have shown that it can also be applied to failure properties of composite materials [4-6]. In this case, elevated temperature states are used to accelerate the mechanical degradation, which occurs under loads over long period of time at lower temperature. We predicted the fatigue strengths of various kinds of FRP and structures under various types of loading methods using our methodology to discuss their applicability [7].

In this paper, the methodology for accurately determining the time-temperature shift factor used in ATM for the long-term life prediction of polymer composites is proposed and experimentally demonstrated.

ACCELERATED TESTING METHODOLOGY

Our ATM which rests on the three hypotheses, (A) same TTSP for all strengths, (B) linear cumulative damage law for monotonic loading, and (C) linear dependence of fatigue strength upon stress ratio. When these hypotheses are met, the fatigue strength under an arbitrary combination of frequency, stress ratio, and temperature can be determined based on the following test results: (a) master curve of strength under constant strain-rate (CSR) loading and (b) master curve of fatigue strength for zero stress ratio as shown in Fig. 1. The master curve of CSR strength is constructed from the test results at single strain-rate and various temperatures. On the other hand, the master curve of fatigue strength at zero stress ratio can be constructed from the test results at single frequency for various temperatures based on the hypothesis (A). The details of ATM can be obtained from our published paper [7].

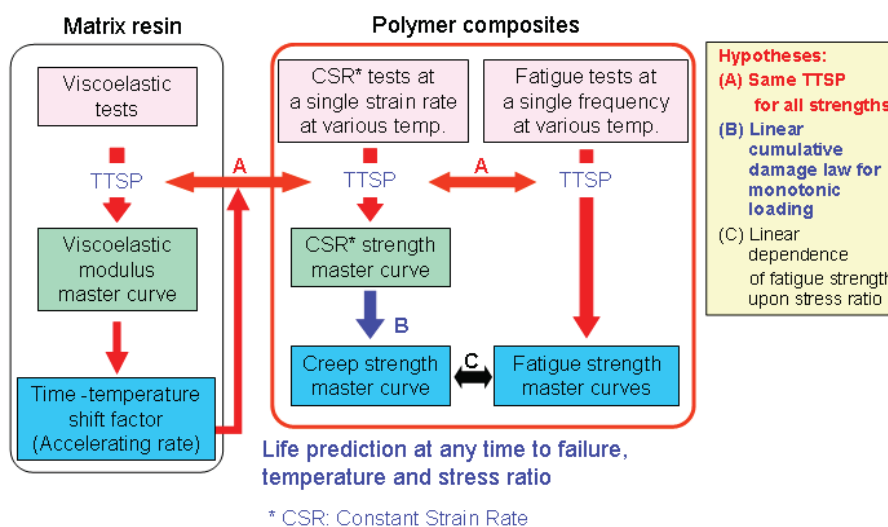


Figure 1 Accelerated testing methodology (ATM)

DETERMINATION OF TIME-TEMPERATURE SHIFT FACTOR

Inside of the frame of Fig. 2 shows the storage modulus E' versus time t (inverse of frequency) at various temperatures T ($T_1 \sim T_3$) for matrix resin. The master curve of E' versus the reduced time t' was constructed by shifting E' at various constant temperatures along the log scale of t and the log scale of E' . The horizontal time-temperature shift factor $a_{T_0}(T)$ and the vertical temperature shift factor $b_{T_0}(T)$ at a reference temperature T_0 plotted in Fig. 3 are respectively defined by following equation.

$$\log a_{T_0}(T) = \log t - \log t' \tag{1}$$

$$\log b_{T_0}(T) = \log D_C(t, T) - \log D_C(t', T_0) \tag{2}$$

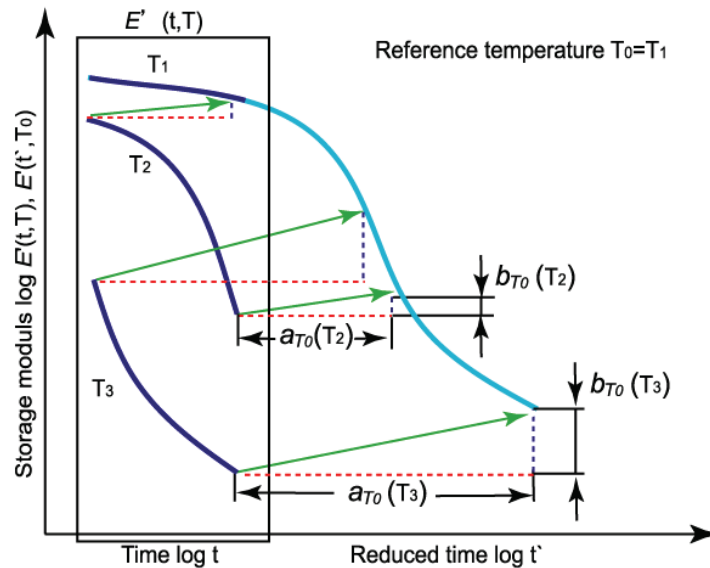


Figure 2 Master curve of storage modulus

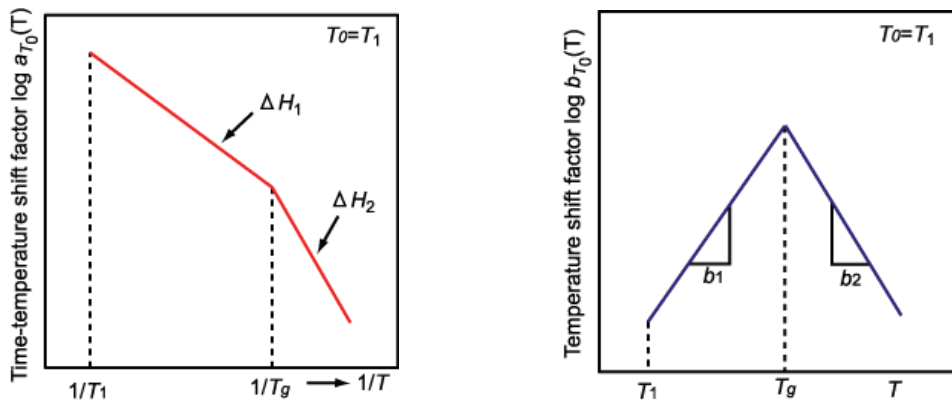


Figure 3 Time-temperature shift factor $a_{T_0}(T)$ and temperature shift factor $b_{T_0}(T)$

To determine accurately the time-temperature shift factor in TTSP, we propose the following steps:

- (1) To evaluate the influence of physical aging on the viscoelastic modulus of matrix resin during the accelerated testing,
- (2) To determine the post curing conditions of specimen based on (1),
- (3) To measure the viscoelastic modulus at various times and temperatures for specimens which are cured at conditions obtained in (2),
- (4) To construct the master curve of viscoelastic modulus using the measured data in (3) without personal errors.

At the time of master curve creation, the automatic shift program was used. For example shown in Fig. 4, the auto-shift will shift the creep compliance curve measured at T_2 horizontally and vertically to that at T_1 with a_{T_0} and b_{T_0} , respectively, to minimize the sum of the deviations ($\sum \Delta y_i$) from the fitted curve $y = a_2 x^2 + a_1 x + a_0$. The fitting parameters a_2 , a_1 , and a_0 are finally determined after shifting.

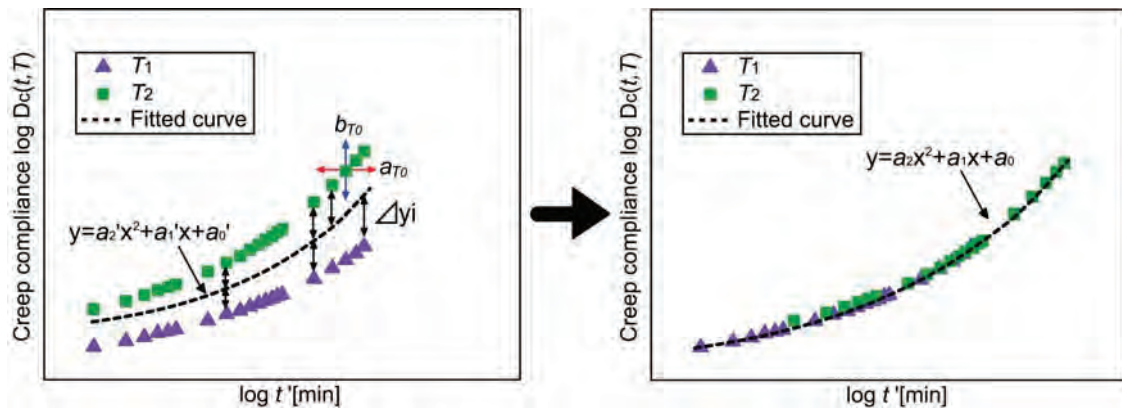


Figure 4 Principle of automatic shift

EXPERIMENTS

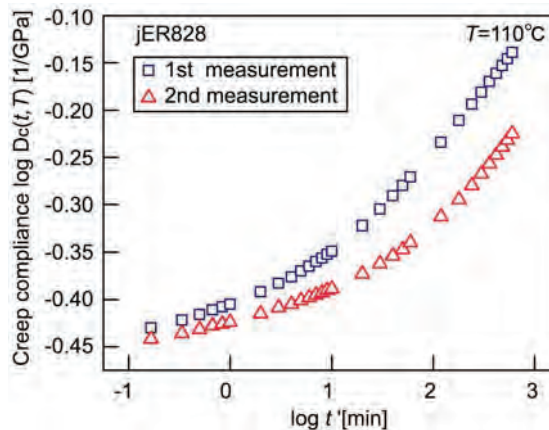
Preparation of Specimens

The epoxy resin used in this study consists of deglycidyl ether of bis-phenol A (jER828), metylnadic anhydride, and 2-ethyl-4-methyl-imidazole as shown in Table 1. Epoxy resin was cured by casting with a cure schedule of 70°C for 12 hours, 150°C for 4 hours, 190°C for 2 hours followed by a slow cooling at 0.5°C per minute. By these heat treatments, the specimens were stabilized chemically during the accelerated testing. The specific volume of polymer resins consists of the occupied volume and the free volume [8]. The occupied volume is the volume occupied by molecular chains and the free volume is the space which permits movement of molecular chains. The free volume decreases moderately and the thermodynamic equilibrium state is approached with the passage of time. This behavior is called physical aging.

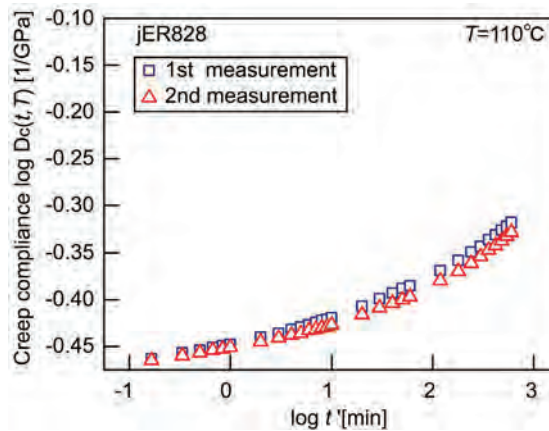
If physical aging of resin progresses during the accelerated testing, the viscoelastic property of resin will be influenced. In this study, specimens were put into the constant temperature chamber under 120°C for 50 hours after curing to conduct physical aging before the accelerated testing. We confirmed that the creep compliance of epoxy resin without aging treatment (120°C for 50 hours) which measured in 2nd times decreases remarkably during the creep test at 110°C as shown in Fig. 5 (a). On the other hand, the creep compliance of epoxy resin with aging treatment which measured in 2nd times decreases scarcely during the creep test at 110°C as shown in Fig. 5 (b).

Table 1 Molding condition for epoxy resin

Composition	
Epoxy resin : jER828	100
Hardener : MHAC-P	103.6
Cure accelerator : 2E4MZ	1
Cure schedule	
70°C × 12h+150°C × 4h+190°C × 2h	



(a) Measured by using specimen without aging treatment



(b) Measured by using specimen with aging treatment

Figure 5 Creep compliance of epoxy resin

Viscoelastic Test

The creep compliance and storage modulus of epoxy resin were obtained as the viscoelastic modulus. The creep compliance was obtained by the creep test machine which can measure the viscoelastic deformation precisely. Three point bending creep tests for epoxy resin were carried out under various temperatures using an creep testing machine with temperature chamber. The creep compliance D_c was calculated from the deflection δ at the center of specimen using the following equation.

$$D_c = \frac{4bh^3 \delta}{P_0 L^3} \quad (3)$$

where P_0 is dead load which is decided as the strain at the center of the specimen less than 1%. L is the span (50mm), and b and h are the width (25mm) and the thickness (3.0mm) of specimen, respectively.

The storage modulus was obtained by the dynamic mechanical analyzer (DMA) which can evaluate easily the storage modulus in wide ranges of temperature and frequency. The strain amplitude of 0.06% by the sinusoidal wave with frequency range of 0.01-10Hz was applied to specimen. The width, thickness and length of specimen are 6.4mm, 1.6mm, and 44.5mm, respectively. The span is 38mm.

RESULTS AND DISCUSSION

The left sides of Figs. 6 and 7 show the creep compliance D_c and the storage modulus E' versus time t at various temperatures T of epoxy resin. The master curves of D_c and E' versus the reduced time t' were constructed by shifting D_c and E' at various constant temperatures along the log scale of t and the log scale of D_c and E' as shown in the right sides of Figs. 6 and 7. Since D_c and E' at various temperatures can be superimposed smoothly, TTSP is applicable for D_c and E' .

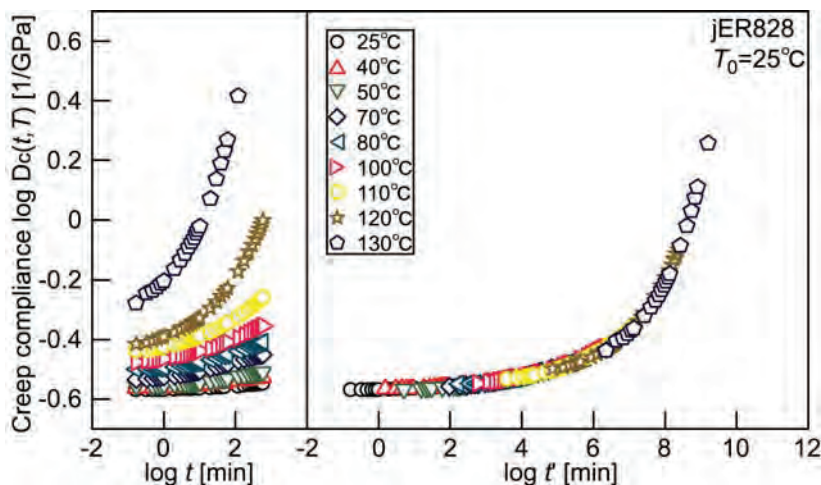


Figure 6 Master curve of creep compliance of epoxy resin

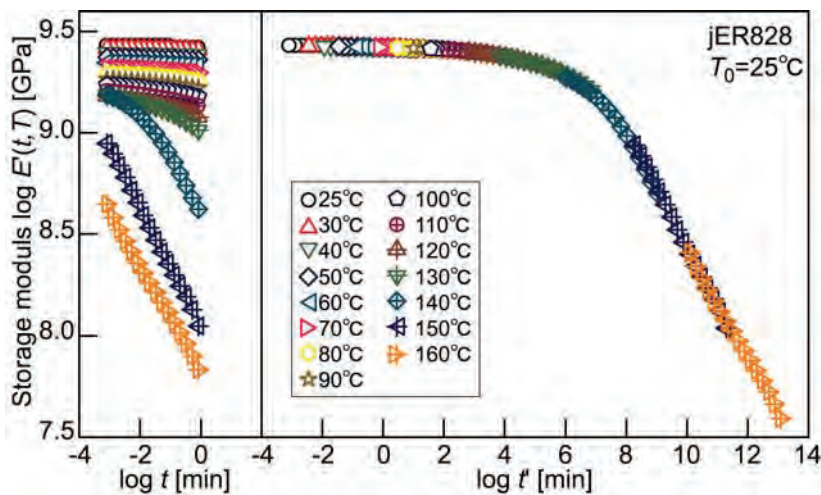
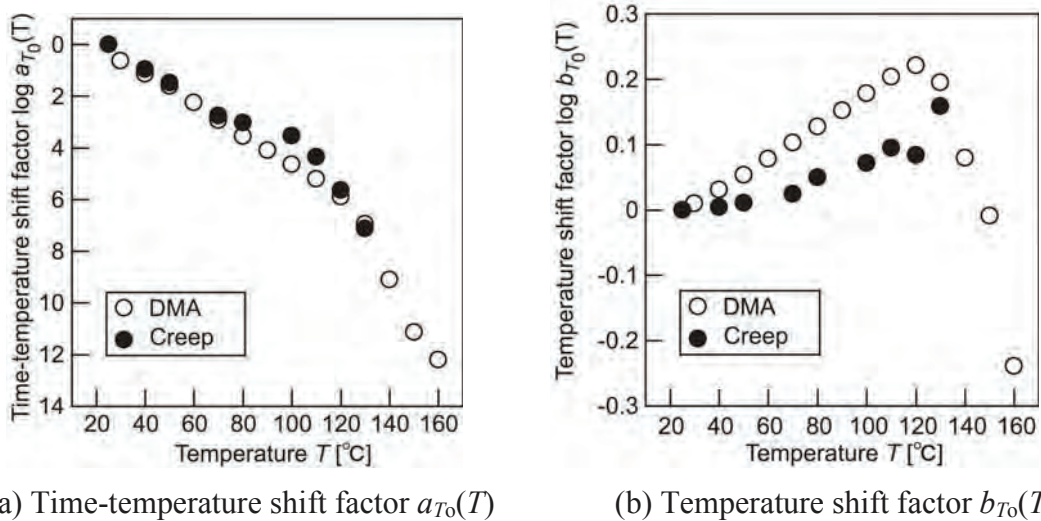


Figure 7 Master curve of storage modulus of epoxy resin

Figure 8 shows the time-temperature shift factor a_{T_0} and the temperature shift factor b_{T_0} those obtained from the master curves of D_c and E' , respectively. The a_{T_0} obtained from DMA and creep test agree well with each other, while the b_{T_0} do not agree with each other. The difference in the b_{T_0} from DMA and creep test was caused by the loading method.



(a) Time-temperature shift factor $a_{T_0}(T)$

(b) Temperature shift factor $b_{T_0}(T)$

Figure 8 Shift factors obtained from master curves of D_c and E' .

The master curves of compliance obtained from DMA and the creep test are shown in Fig. 9, where the compliance from DMA is the inverse of E' . The master curves from DMA and creep test do not agree with each other, however those shapes are almost same. From these results, it can be considered that the time-temperature shift factor is obtained accurately and easily by using DMA.

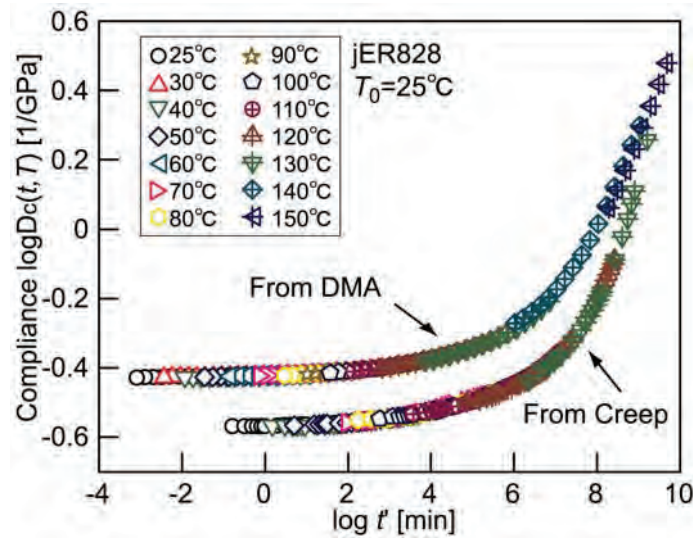


Figure 9 D_c of creep test and DMA

CONCLUSION

This paper is concerned with the accurate determination of the time-temperature shift factor used in the accelerated testing for the long-term life prediction of polymer composites. Aging treatment is performed to the specimen before the accelerated testing, and the specimen is stabilized physically. The dynamic viscoelastic test and creep test were performed as the accelerated testing to measure the storage modulus and the creep compliance, respectively. The master curves of the storage modulus and the creep compliance were constructed by the automatic shift program and the time-temperature shift factor is determined without personal errors. From the comparisons of both test results, it can be considered that the time-temperature shift factor is obtained accurately and easily by the dynamic viscoelastic test.

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2. Gates, T., Experimental Characterization of Nonlinear, Rate Dependent Behavior in Advanced Polymer Matrix Composites, *Experimental Mechanics*, 32 (1992) 68-73.
3. Rotem, A. and Nelson, H. G., Fatigue Behavior of Graphite-Epoxy Laminates at Elevated Temperatures, *Fatigue of Fibrous Composite Materials*, ASTM STP 723 (1981) 152-173.
4. Miyano, Y., Kanemitsu, M., Kunio, T. and Kuhn, H., Role of Matrix Resin on Fracture Strengths of Unidirectional CFRP, *Journal of Composite Materials*, 20 (1986) 520-538.

5. Miyano, Y., McMurray, M. K., Kitade, N., Nakada, M. and Mohri, M., Role of Matrix Resin on the Flexural Static Behavior of Unidirectional Pitch-based Carbon Fiber Laminates, *Advanced Composite Materials*, 4 (1994) 87-99.
6. Miyano, Y., McMurray, M. K., Enyama, J. and Nakada, M., Loading Rate and Temperature Dependence on Flexural Fatigue Behavior of a Satin Woven CFRP Laminate, *Journal of Composite Materials*, 28 (1994) 1250-1260.
7. Miyano, Y., and Nakada, M., Cai, H., "Formulation of long-term creep and fatigue strengths of polymer composites based on accelerated testing methodology", *Journal of Composite Materials*, Vol.42, pp.1897-1919 (2008).
8. J. D. Ferry, "Viscoelastic Properties of Polymers", 218, John Wiley & Sons, Inc., 1961.

From: [REDACTED]
Sent: Wednesday, July 30, 2014 12:30 PM
To: [REDACTED]
Subject: data
Attachments: POM Temperature Strength Data.pptx

Best Regards,

[REDACTED]
STA – Latches/Door Systems
[REDACTED]

PDL HANDBOOK SERIES



The Effect of Temperature and other Factors on Plastics and Elastomers

Third Edition

Laurence W. McKeen



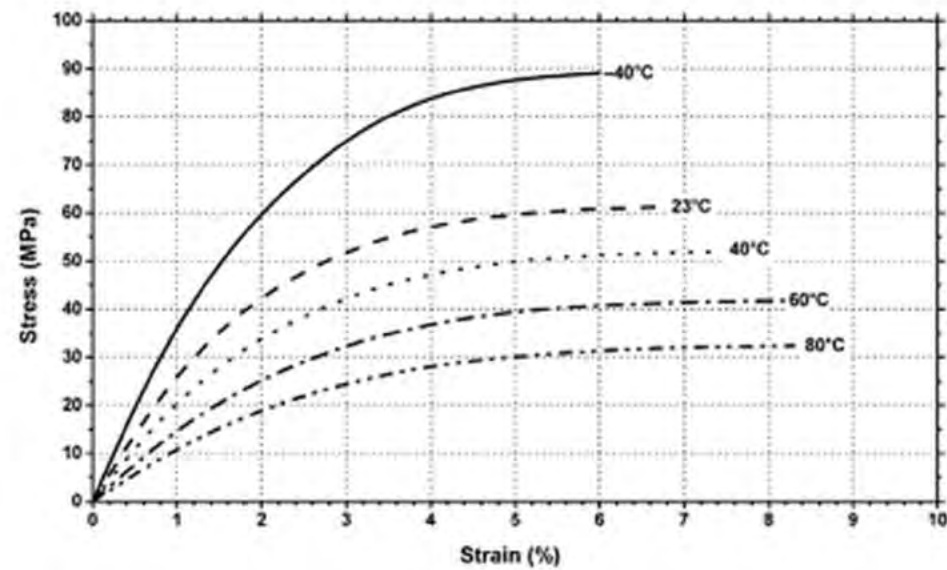


Figure 3.30 Stress vs. strain for Celanese Hostaform® C 9021—general purpose grade acetal copolymer resin.

Figure 3.38 Flexural modulus vs. temperature for Celanese Celcon[®] M25/M90/M270 acetal copolymer resins.

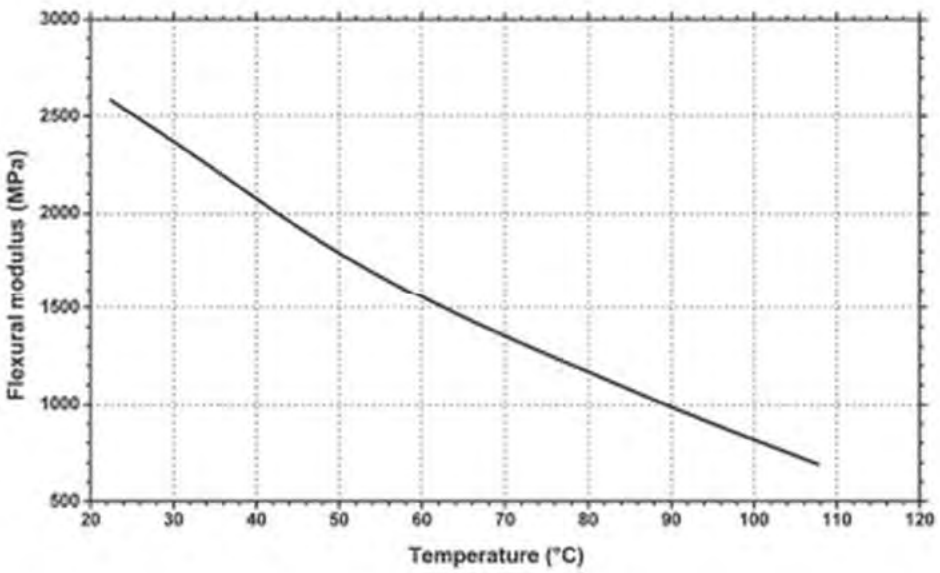
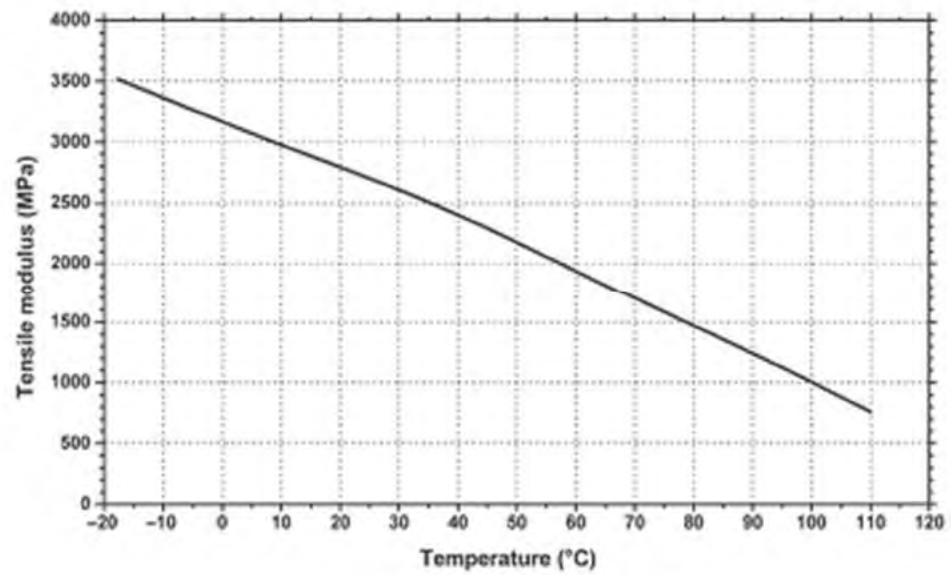


Figure 3.43 Tensile modulus vs. temperature for Celanese Celcon[®] M25/M90/M270 acetal copolymer resins.



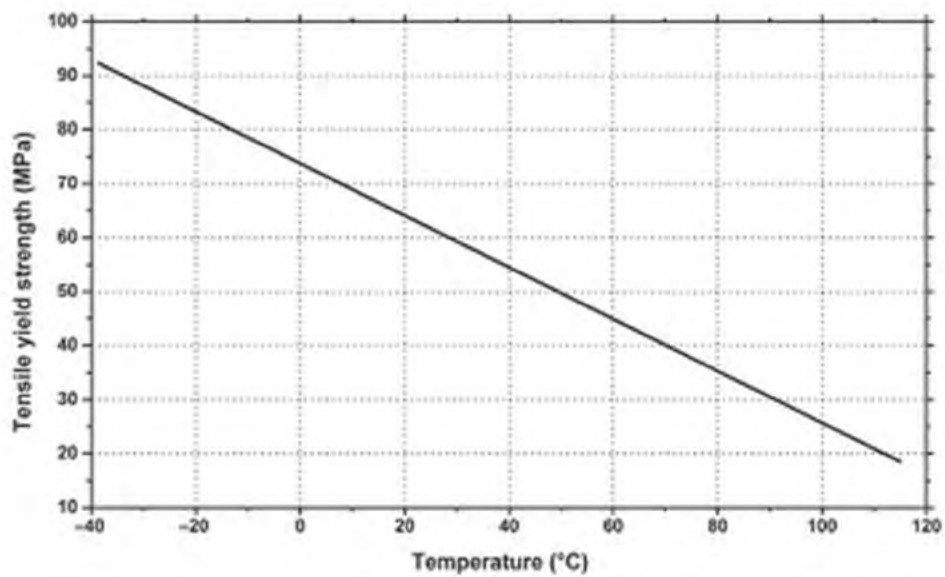


Figure 3.52 Tensile yield strength vs. temperature for Celanese Celcon[®] M90—medium viscosity, general purpose acetal copolymer resin.

Fig. 48 - Change in the tensile strength of Hostaform C 9021 as a function of storage time and temperature represented on an Arrhenius diagram

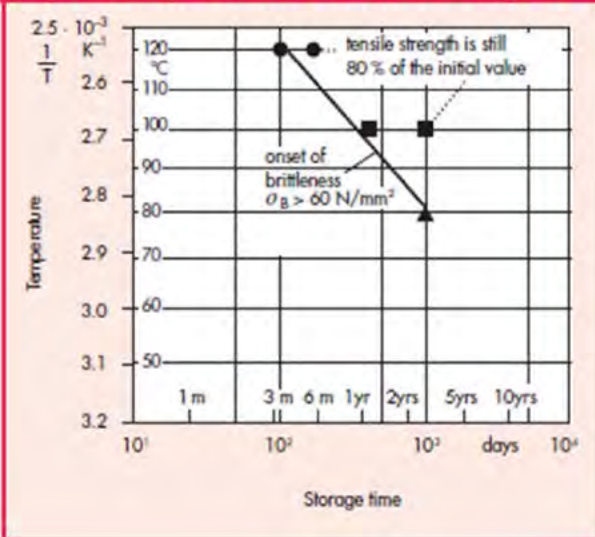


Fig. 49 - Relative elongation at break of Hostaform C 9021 as a function of storage time in air at elevated temperature

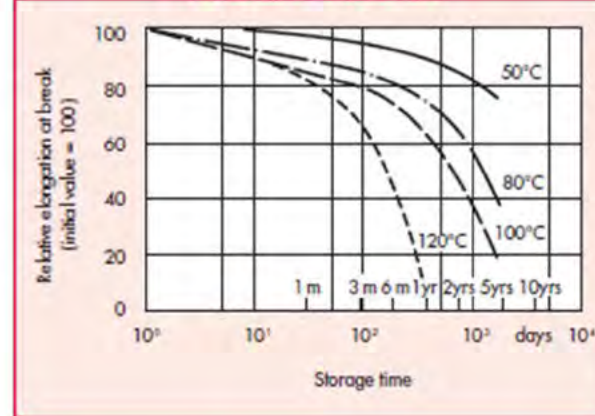
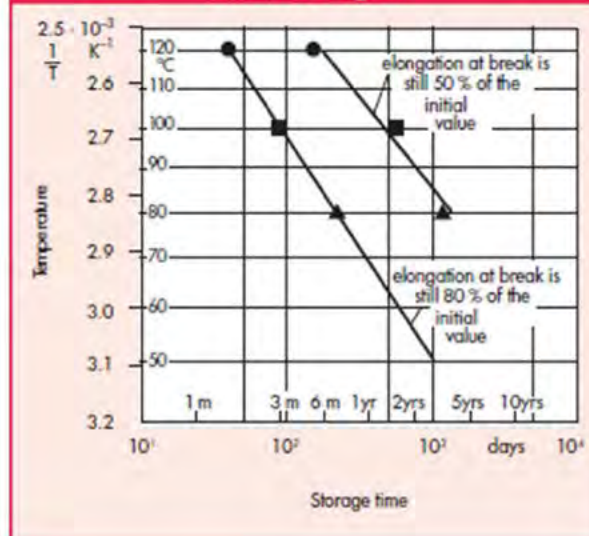


Fig. 50 - Change in the elongation at break of Hostaform C 9021 as a function of storage time and temperature (in air) represented on an Arrhenius diagram



From: [REDACTED]
Sent: Friday, August 01, 2014 11:37 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: Defective latch

Hello [REDACTED]

Regarding the same warranty for the latch of the Ford Fiesta (VIN 3FADP4BJ1FM [REDACTED]), could you please help us sending this part using one of the following account numbers? This is so can get it faster and send it to analysis directly to the supplier since it's an urgent matter for Ford.

The account numbers that can be used are the following:

UPS Express: #056868
UPS: #4X86X4
FedEx: #325164549
DHL: #969469902

The shipping address is:

[REDACTED]
Km 14.5 Autopista Puebla-Orizaba
Parque industrial Chachapa
Amozoc, Puebla C.P. 72990
Mexico
Attention to: Arturo Robles (Warranty Engineer)

We would really appreciate it, if you have any doubts don't hesitate to contact me.

Best regards,



Miguel Ángel Fernández Vergara
PVT BE Mechanisms
CSAP - Ford of Mexico
T + 52 55 1334-7018
M + 521 55 2754-8430
Ford Net 943-7018
mfern164@ford.com

Este correo puede tener información confidencial. Si lo recibió por error, por favor bórralo inmediatamente y notifique a la persona que lo envió.

This e-mail may contain privileged and confidential information. If you have received it by mistake, please delete it immediately and notify the sender.

From: [REDACTED]
Sent: Saturday, July 26, 2014 9:25 PM
To: [REDACTED]
Subject: Discussion on Friday

I know you had mentioned thermal cycling as cold night temperatures possibly combined with hot day temperatures might be the issue. I in turn mentioned that was not really what we observed (the cold night/hot day) in the failure regions, we observed hot days and nights both (see below):

Jun 28	29	Jul 1	2	3	4	5
Actual Temp: 103° Max Avg: 106° Min Avg: 81°	Actual Temp: 104° Max Avg: 106° Min Avg: 83°	Actual Temp: 104° Max Avg: 106° Min Avg: 81°	Actual Temp: 103° Max Avg: 106° Min Avg: 84°	Actual Temp: 104° Max Avg: 106° Min Avg: 84°	Actual Temp: 101° Max Avg: 107° Min Avg: 85°	Actual Temp: 105° Max Avg: 107° Min Avg: 87°
6	7	8	9	10	11	12
Actual Temp: 110° Max Avg: 107° Min Avg: 88°	Actual Temp: 112° Max Avg: 107° Min Avg: 90°	Actual Temp: 106° Max Avg: 107° Min Avg: 85°	Actual Temp: 103° Max Avg: 107° Min Avg: 85°	Actual Temp: 106° Max Avg: 107° Min Avg: 84°	Actual Temp: 105° Max Avg: 107° Min Avg: 83°	Actual Temp: 107° Max Avg: 107° Min Avg: 83°
13	14	15	16	17	18	19
Actual Temp: 111° Max Avg: 108° Min Avg: 86°	Actual Temp: 100° Max Avg: 108° Min Avg: 80°	Actual Temp: 103° Max Avg: 108° Min Avg: 84°	Actual Temp: 106° Max Avg: 108° Min Avg: 81°	Actual Temp: 103° Max Avg: 108° Min Avg: 81°	Actual Temp: 102° Max Avg: 108° Min Avg: 77°	Actual Temp: 104° Max Avg: 108° Min Avg: 80°
20	21	22	23	24	Yesterday 25	Tonight 26
Actual Temp: 102° Max Avg: 108° Min Avg: 76°	Actual Temp: 104° Max Avg: 108° Min Avg: 79°	Actual Temp: 110° Max Avg: 108° Min Avg: 83°	Actual Temp: 117° Max Avg: 108° Min Avg: 89°	Actual Temp: 114° Max Avg: 108° Min Avg: 92°	Actual Temp: 100° Max Avg: 108° Min Avg: 91°	 <p>A 1-storm around this evening 82° Max Avg: 108° Min Avg: 81°</p>

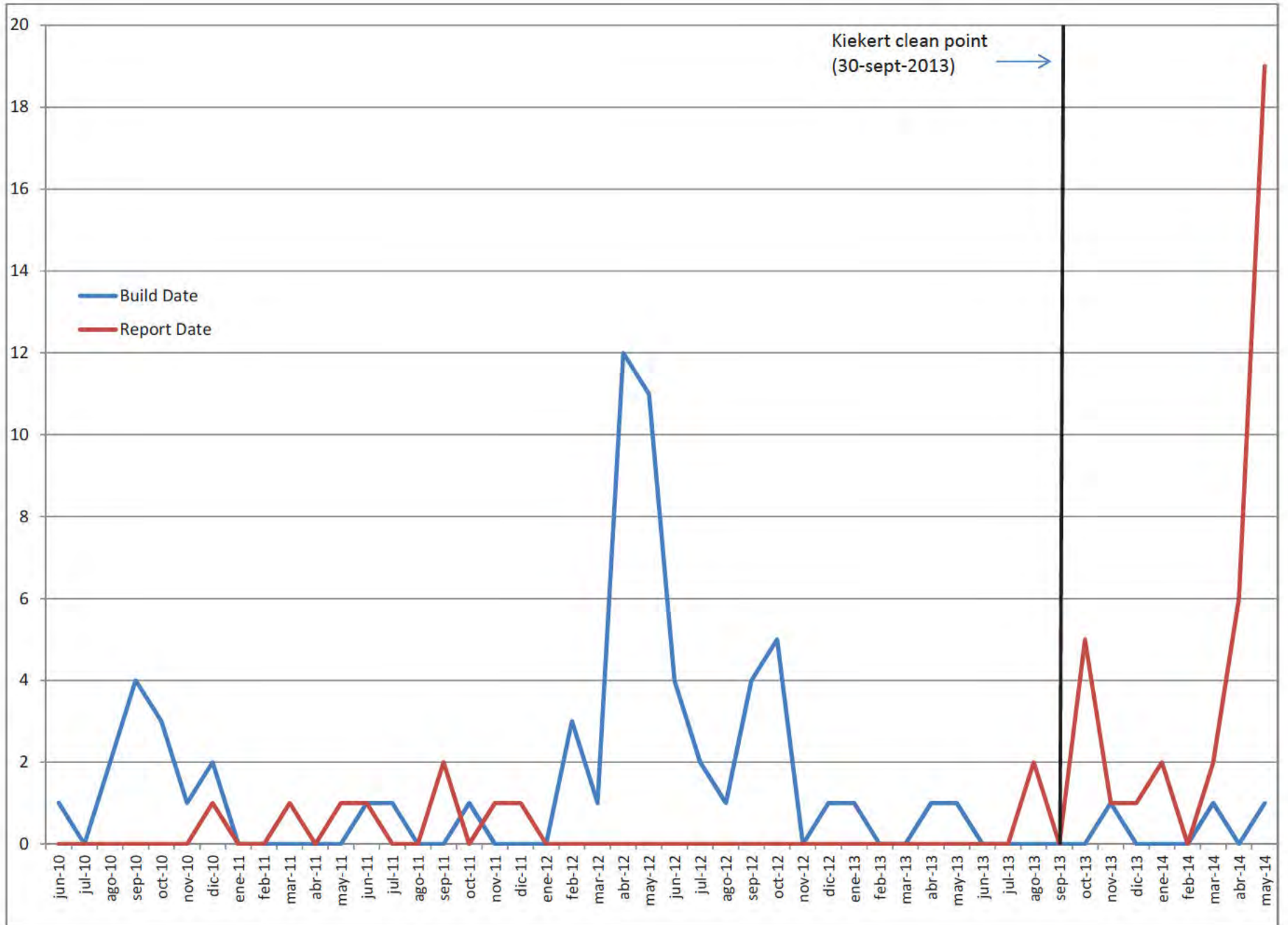
Notable that the average low is just 81 historically and we have a number of nights where it is 85+ some nights as high as 92 for a low. Hot nights and hot days further exacerbated by high solar input in the day for heating more follows the time at temperature aging scenario (E^{rt} exponential temperature relationship type phenomena).

Best Regards,

[REDACTED]
 STA – Latches/Door Systems
 313-390-9807 (Desk)
 330-559-5661 (Mobile)

Folder Number : 140073300000

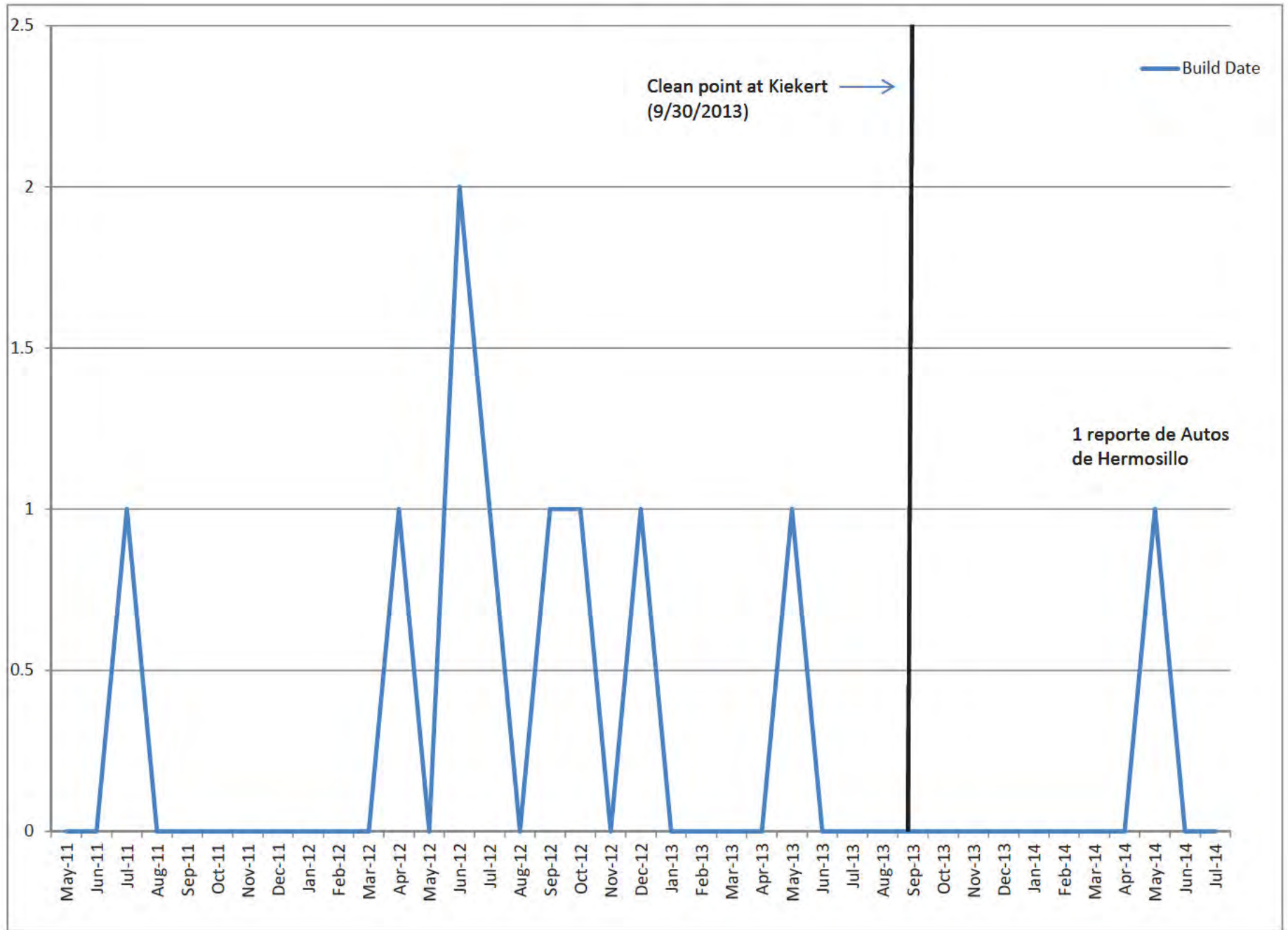
VIN	BUILD DATE	TRANS DESC	REPORT DATE	MODEL YEAR	ADDITIONAL SYMPTOM	SYMPTOM FULL DESC	SYMPTOM Q1 DESC	ODOMETER	DEALER NAME	DEALER COUNTRY
3FADP4FJ5CM	07/28/2011	6SP PS195	06/20/2014	2012	PASSENGER DOOR DOESN'T CLOSE	SAFE/SEC,LATCHES/LOCKS ,DOOR ,DIFF CLOSE	LATCHES/LOCKS	26123	Automotriz del Valle de Baja C	MEX
3FAFP4AJ7CM	04/13/2012	6SP PS195	06/20/2014	2012	LATCH RIGHT FRONT INOPERATIVE	SAFE/SEC,LATCHES/LOCKS ,DOOR ,DIFF CLOSE	LATCHES/LOCKS	22683	Automotriz del Valle de Baja C	MEX
3FAFP4AJ6DM	06/06/2012	6SP PS195	06/26/2014	2013	DOOR LATCH IS LOCKED IN OPEN	SAFE/SEC,LATCHES/LOCKS ,DOOR ,DIFF CLOSE	LATCHES/LOCKS	24601	Automotriz del Valle de Baja C	MEX
3FAFP4AJ5DM	06/09/2012	6SP PS195	07/15/2014	2013	DOOR CAN NOT BE CLOSE	SAFE/SEC,LATCHES/LOCKS ,DOOR ,DIFF CLOSE	LATCHES/LOCKS	12647	Autos de Hermosillo, S.A. de C	MEX
3FADP4BJ0DM	07/19/2012	6SP PS195	06/26/2014	2013		SAFE/SEC,LATCHES/LOCKS ,DOOR ,DIFF CLOSE	LATCHES/LOCKS	16655	Automotriz del Valle de Baja C	MEX
3FAFP4AJ8DM	09/07/2012	6SP PS195	06/20/2014	2013	LATCH DOOR INOPERATIVE	SAFE/SEC,LATCHES/LOCKS ,DOOR ,DIFF CLOSE	LATCHES/LOCKS	10639	Automotriz del Valle de Baja C	MEX
3FAFP4AJ5DM	10/03/2012	5SP IB5	07/03/2014	2013	DOOR CANNOT BE CLOSE	SAFE/SEC,LATCHES/LOCKS ,DOOR ,DIFF CLOSE	LATCHES/LOCKS	12955	Autos de Hermosillo, S.A. de C	MEX
3FADP4BJ9DM	12/06/2012	6SP PS195	04/25/2014	2013	DOOR DOES NOT CLOSE	SAFE/SEC,LATCHES/LOCKS ,DOOR ,DIFF CLOSE	LATCHES/LOCKS	14170	Automotriz del Valle de Baja C	MEX
3FADP4EJ4EM	05/18/2013	5SP IB5	07/03/2014	2014	DOOR CANNOT BE CLOSE	SAFE/SEC,LATCHES/LOCKS ,DOOR ,LOOSE/ATTACH	LATCHES/LOCKS	2482	Autos de Hermosillo, S.A. de C	MEX
3FAFP4AJ7EM	05/21/2014	6SP PS195	07/07/2014	2014	DOOR CANNOT BE CLOSE	SAFE/SEC,LATCHES/LOCKS ,DOOR ,DIFF CLOSE	LATCHES/LOCKS	58	Autos de Hermosillo, S.A. de C	MEX



Build Month																																									
May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14			
0	0	1	0	0	0	0	0	0	0	0	1	0	2	1	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	10
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	4	10

07/28/2011	06/20/2014
04/13/2012	06/20/2014
06/06/2012	06/26/2014
06/09/2012	07/15/2014
07/19/2012	06/26/2014
09/07/2012	06/20/2014
10/03/2012	07/03/2014
12/06/2012	04/25/2014
05/18/2013	07/03/2014
05/21/2014	07/07/2014

Fiesta - CQIS reports for latch



Month of Production

From: [REDACTED]
Sent: Thursday, May 29, 2014 1:24 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Failed Spring Retention Feature on Keykert C1A

[REDACTED],
Wondered if you got a chance yet to look over that rough PowerPoint I sent you regarding the localization and regression surrounding the C1A filed failures on Fusion and Fiesta (Keykert). I would like to schedule something with you next week to discuss next steps on this as far as a fix/PCA goes. There will be a cleaned up presentation available that merges the Keykert 8D and the slides I sent you (Bradley is working on editing the merged version now to clean it up and make it flow better). I'll probably shoot a meeting notice out today for late next week review.

Thanks,

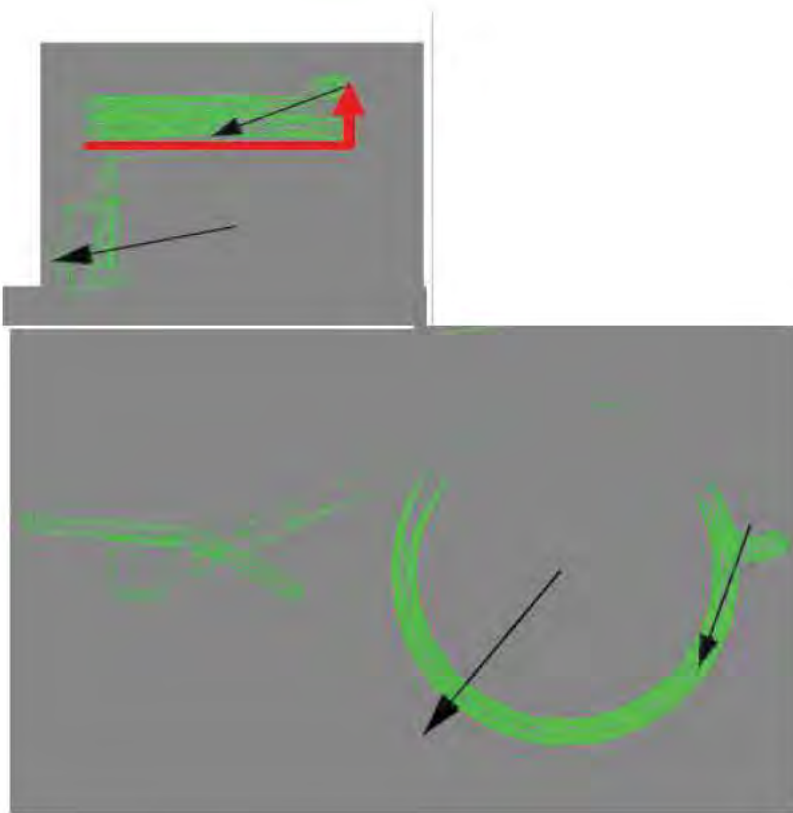
[REDACTED]
STA

From: [REDACTED] >
Sent: Thursday, September 18, 2014 12:55 PM
To: [REDACTED]
Cc: Strathmann Michael; Mittelbach Stephan; Uhrin, Michael; Verde, Hector
Subject: FEA Spring Vector

Categories: Supplier Team

Hey [REDACTED]

Upon further review of the Force vectors for the spring FEA I noted that it appears our simulations did take into account that there is a slight vertical component to the spring force. We will confirm with our simulations group in the case that I'm misinterpreting the report.



[REDACTED]
Project Engineer / Ford Development

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Headquarters: Kiekert AG, Hoeseler Platz 2, 42579 Heiligenhaus/Germany
T: +49-2056-15-0; www.kiekert.com
Registered in Heiligenhaus; Company Register Wuppertal HRB No 17915
Executive Board: Dr. Karl Krause (Chairman), Stephan Espelage, Ulrich-Nicolaus Kranz,
Juergen Wenzel
Supervisory Board: Xizeng Li (Chairman)
IBAN : DE72 3307 0090 0484 1300 01
BIC : DEUTDEDWXXX

>
This email contains confidential and/or privileged information. If you are not the intended recipient or have received this email in error, please notify the sender and destroy this email. Any unauthorized copying, disclosure or distribution of this email is strictly forbidden.

From: [REDACTED]
Sent: Wednesday, August 06, 2014 10:00 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: Fiesta Door Latch
Attachments: temp.pdf

FYI ... getting a few VOQs for the Fiesta ... primarily that the door won't close.

Robert Girolamo

Automotive Safety Office
Fairlane Plaza South Suite 500
Phone: (313)84-58513 e-mail: rgirolam@ford.com

**NHTSA's Vehicle Owner Questionnaire (VOQ) Database
Summary Report From ODI No : 10617607**

[Go Back](#)

Record No	1
ODI No	10617607
Manufacturer	Ford Motor Company
Model Year	2011
Make	FORD
Model	FIESTA
VIN#	3FADPCJ6BM1
City	CHANDLER
State	AZ
Component	EQUIPMENT ADAPTIVE
Summary	<p>WHILE I WAS DRIVING THE BACK DRIVERS SIDE DOOR FLEW OPEN. I HAD JUST RECENTLY PUT SOME PACKAGES IN THE BACK SEAT AND SHUT THE DOOR. TO MY KNOWLEDGE THE DOOR WAS CLOSED. IT APPEARED TO BE ANYWAYS. I TOOK IT IN TO BERGE FORD DEALERSHIP TWO DAYS LATER. THEY TOLD ME I NEEDED A NEW LATCH. THEY SAID THIS HAS BEEN HAPPENING SO MUCH IN THE FORD FIESTA'S AND FORD FOCUS THAT THEY HAVE A HARD TIME GETTING THE PARTS. APPARENTLY, THERE HAVE BEEN SOME RECALLS, BUT JUST NOT ON MY YEAR OF CAR. THEY SUGGESTED I GET ASSISTANCE FROM FORD MOTOR CO. SO A CLAIM WAS FILED. AFTER CALLING FORD EVERY DAY FOR A WEEK THEY FINALLY GAVE ME ANY ANSWER ON JULY 30TH. THEY ARE GOING TO PAY FOR A NEW LATCH, BUT THERE HASN'T BEEN A RECALL AS YET. MY CONCERN, IS IF THAT A CHILD WAS IN THE BACKSEAT AN INJURY OR DEATH COULD HAVE OCCURRED BECAUSE THE DOOR DOES APPEAR TO BE CLOSED WHEN SHUTTING IT. IT IS ALSO CONCERNING THAT THIS IS AN ONGOING PROBLEM WITH THESE LATCHES ACCORDING TO NOT ONLY THE DEALER, BUT FORD MOTOR CO. CUSTOMER SERVICE MANAGER AS WELL.</p>
Failure Date	21-JUL-14
Miles	51000
Accident	N
Injured	0
Deaths	0
Fire	N
Occur	
Date of Letter/Received	30-JUL-14
Date added to file	30-JUL-14

[First](#)

[Next](#)

[Last](#)

[Go Back](#)

Data Content Contact: [David Ott](#)

Data Downloaded Date:

05-AUG-14

This Report Generated :Wed Aug 6 09:55:33 2014

From: [REDACTED]
Sent: Monday, August 25, 2014 11:03 AM
To: [REDACTED]
Subject: Fiesta Door Latch

Hi [REDACTED]

In the previous Global CCRG we were talking about the above mentioned issue and if I remember right, you were interested in the European data. Attached is a list of White Alerts we had on Fiesta door latches:

GB	05817	06
IRL	12	2009
GB	05817	07
GB	05817	
GB	05817	09
GB	05817	10
GB	05817	13
IRL	22	2009
IRL	23	09

All White Alerts were discussed in the CCRG on the following dates (5 years ago):

27. Apr. 09
5. Mai. 09
2. Jun. 09
16. Jun. 09
23. Jun. 09
16. Jul. 09
6. Okt. 09
13. Okt. 09
27. Okt. 09

Please let me know if you are still interested in it and I will send you the Alerts. Thank you.

Kind regards

[REDACTED]

Jim Charlon Ford, Inc.

107991



269 South China Lake Blvd.
Ridgecrest, Ca. 93555
(760) 371-1331
Fax (760) 371-1334



107991

RECOMMENDED SERVICES

OPERATION	OPERATION DESCRIPTION	MO/MI	TOTAL	OPERATION	OPERATION DESCRIPTION	MO/MI	TOTAL
00FOZ001P	CHECK TIRE PRES.	MI	0.00	00FOZ230P	ROTATE TIRES	MI	13.95
01FOZ042	42000 MILE SERVICE	MI	0.00	00FOZ002P	CHG OIL & FILT DIESE	MI	75.95
00FOZ001P5	CHG OIL & FILTER 5QT	MI	29.45	00FOZ001P6	CHG OIL & FILTER 6QT	MI	30.95
00FOZ001P7	CHG OIL & FILTER 7QT	MI	32.45	00FOZ216P	ADD 10 OZ OF FW-16	MI	7.80

SERVICE HISTORY

DATE	REPAIR ORDER	MILEAGE	ADVISOR	TECHNICIAN	TYPE	OPERATION	OPERATION DESCRIPTION
07/18/14	107567	42109	41	90	C	60FOZ	INTERIOR TRIM
03/17/14	105380	36520	41	97	C	60FOZ	INTERIOR TRIM
06/11/13	100888	24007	41	92	C	00FOZ001P6	CHG OIL & FILTER 6QT
				92	C	00FOZ099P	MULTI POINT INSP
				92	C	00FOZ230P	ROTATE TIRES
02/14/13	98880	19972	41	79	C	00FOZ001P6	CHG OIL & FILTER 6QT

SALESPERSON NO.

S E R V I C E

STATE REG# 2

REPAIR COMPLETION DATE	VEHICLE I.D. NO. 3FADP4AJ8BM	YEAR/MAKE/MODEL 11/FORD/FIESTA/4DR SDN S	PRODUCTION DATE	STOCK NO.	LICENSE NO.	R.O. NO. 107991
			DELIVERY DATE	DELIVERY MILES		R.O. DATE 08/11/14
VEHICLE RETURNED TO CUSTOMER DATE / TIME	RIDGECREST, CA	CUSTOMER NO. 18177	CONTRACT NO.	EXPIRATION DATE	EXPIRATION MILES	TAG NO.
		TURBO	M/MC	AIRCOND.	P.B.	TRANS
		N	FOZZ	Y	Y	42,192
		ADVISOR NO. 41	ADVISOR JAMES STARR	WHEN INQUIRING ABOUT YOUR VEHICLE, PLEASE REFER TO YOUR SERVICE ADVISOR AND HAT NO.		
ORIS / GARR	TIME RECEIVED 04:54pm	DATE/TIME PROMISED 08/11/14 05:30pm	PRIORITY	TEARDOWN ESTIMATE: I understand that my vehicle will be reassembled within _____ days of the date shown above if I choose not to authorize the services recommended.		
APPOINTMENT	CROSS REF #	SUBLET AUTH.	LABOR RATE	DATE	TIME	D.K. BY
<input type="checkbox"/> Yes						PHONE <input type="checkbox"/>
<input checked="" type="checkbox"/> No						IN PERSON <input type="checkbox"/>

ORIGINAL CUSTOMER ESTIMATE: TOTAL 0.00

WIPFOZ EXTERIOR TRIM PASSENGER FRONT DOOR WONT CLOSE

This repair is scheduled to be done

8/28/14

ATTN: Bradley Mullins



0101J107991

PLEASE SUBMIT THIS CUSTOMER RECEIPT TO CASHIER WHEN PICKING UP VEHICLE. PAGE 1 OF 1 PLEASE SEE IMPORTANT INFORMATION ON BACKER TECH COPY

MISCELLANEOUS EXPENSE		ESTIMATES DO NOT INCLUDE SALES TAX
- LOANER: DAYS	RATE	AMT.
- REFUND: AMOUNT		
- TOWING: AMOUNT		25
- HANDLING/FREIGHT: AMOUNT		
- OTHER: AMOUNT		
CUST/DEALER	DEDUCT. \$	
<p>Jim Charlon Ford, Inc. 269 South China Lake Blvd. Ridgecrest, Ca. 93555 (760) 371-1331 Fax (760) 371-1334</p>		
<p>ABSOLUTELY NO CARS RELEASED AFTER SERVICE HOURS.</p>		
<p>TERMS: CASH. WE DO ACCEPT THE FOLLOWING:</p>		
<p>WE RESERVE THE RIGHT TO REFUSE ANY PERSONAL CHECK</p>		
<p>IMPORTANT: REMOVE ALL PERSONAL PROPERTY AND VALUABLES FROM YOUR VEHICLE. WE DO NOT ASSUME RESPONSIBILITY FOR LOSS OR DAMAGE FOR ARTICLES LEFT IN YOUR VEHICLE.</p>		
<p>"By law, you may choose another licensed Smog Check facility to perform any needed repairs or adjustments that the Smog Check test indicates are necessary."</p>		
<p>ALL PARTS ARE NEW UNLESS SPECIFIED OTHERWISE</p>		
<p>ALL PARTS REMOVED WILL BE DISCARDED UNLESS INSTRUCTED OTHERWISE <input type="checkbox"/> SAVE <input type="checkbox"/> DISCARD</p>		
<p>MONDAY - FRIDAY</p>		<p>7:30 A.M. - 5:30 P.M.</p>

BAR # CAD983584079

EPA # AD094344 PE14-028-000143

Jim Charlon Ford, Inc.

269 South China Lake Blvd.
Ridgecrest, Ca. 93555
(760) 371-1331
Fax (760) 371-1334



"By law, you may choose another facility to perform any needed repairs or adjustments which the Smog Check test indicates are necessary."

THIS FORM IS AN ITEMIZED LIST OF REPAIRS AND IS PART OF A REPAIR ORDER. THIS REPAIR ORDER CONTINUATION IS SUBJECT TO ALL THE CONDITIONS OF THE ORIGINAL REPAIR ORDER.

B.A.R. REG. # CAD983584079 E.P.A. # AD094255

(1) X

PROGRAM CODE		AUTHORIZATION CODE		COMMITMENT NO.	
B.S.P. NUMBER		SERVICE INSTALLED PARTS		CROSS REFERENCE	
MO. / DAY / YEAR		ACCRUED MILEAGE			
CUSTOMER NO.	18177	ADVISOR	JAMES STARR	TAB NO.	41
		LABOR RATE		MILEAGE	42,109
		YEAR / MAKE / MODEL	11/FORD/FIESTA/4DR SDN S		INVOICE DATE
		VEHICLE I.D. NO.	3 F A D P 4 A J 8 B M		08/04/14
		F.T.R. NO.		P.O. NO.	
				R.O. DATE	07/18/14
		COMMENTS			
					MO: 42109

JOB# 1 CHARGES

LABOR

60902 INTERIOR TRIM TECH(S) 90 138.00
RIGHT REAR DOOR WONT OPEN
90
REPLACED RIGHT REAR DOOR LATCH

PARTS	QTY	FP NUMBER	DESCRIPTION	UNIT	PRICE	
	1	BEZ-5426412-B	LOCK ASY 478098		181.23	181.23
					TOTAL - PARTS	181.23

JOB# 1 TOTALS

LABOR 138.00
PARTS 181.23

JOB# 1 JOURNAL PREFIX FOC5 JOB# 1 TOTAL 319.23

ESTIMATE

CUSTOMER HEREBY ACKNOWLEDGES RECEIVING ORIGINAL ESTIMATE OF \$350.00 (+TAX)

TOTALS

*PLEASE COMPLETE AND SEND IN ANY SURVEYS YOU * *MAY RECEIVE FROM FORD MOTOR COMPANY. IF FOR * *ANY REASON YOU CAN'T GRADE US COMPLETELY * *SATISFIED PLEASE CONTACT OUR SERVICE MANAGER * *BILL WILCOX 760-371-1331 OR VISIT US ON OUR * *WEBSITE AT JIMCHARLONFORD.COM THANK YOU!	TOTAL LABOR....	138.00
	TOTAL PARTS....	181.23
	TOTAL SUBLET...	0.00
	TOTAL G.O.G....	0.00
	TOTAL MISC CHG.	0.00
	TOTAL MISC DISC	0.00
	TOTAL TAX.....	14.95

TOTAL INVOICE \$ 334.18

THANK YOU FOR YOUR BUSINESS!!

CUSTOMER SIGNATURE

DUPLICATE INVOICE



Jim Charlon Ford, Inc.

269 South China Lake Blvd.
Ridgecrest, Ca. 93555
(760) 371-1331
Fax (760) 371-1334



"By law, you may choose another facility to perform any needed repairs or adjustments which the Smog Check test indicates are necessary."

THIS FORM IS AN ITEMIZED LIST OF REPAIRS AND IS PART OF A REPAIR ORDER. THIS REPAIR ORDER CONTINUATION IS SUBJECT TO ALL THE CONDITIONS OF THE ORIGINAL REPAIR ORDER.

B.A.R. REG. # CAD993884079

E.P.A. # AD094255

(1) X

PROGRAM CODE		AUTHORIZATION CODE		COMMITMENT NO.	
E.S.P. NUMBER		SERVICE INSTALLED PARTS		CROSS REFERENCE	
MO. / DAY / YEAR		ACCRUED MILEAGE			
CUSTOMER NO.	18177	ADVISOR	JAMES STARR	TAG NO.	41
		LABOR RATE		INVOICE DATE	04/04/14
		LICENSE NO.		INVOICE NO.	FOCS105380
		MILEAGE	36,520	STOCK NO.	
		YEAR / MAKE / MODEL	11/FORD/FIESTA/4DR SDN S	DELIVERY DATE	
		VEHICLE I.D. NO.	3 FADP4AJ8BM	DELIVERY MILES	
		F. T. E. NO.		SELLING DEALER NO.	
		P. Q. NO.		PRODUCTION DATE	
				R. D. DATE	03/17/14
RESIDENCE PHONE		BUSINESS PHONE		COMMENTS	

MO: 36520

JOB# 1 CHARGES

LABOR-----
~~371.25~~ INTERIOR TRIP TECH(S) 97
 97 LEFT REAR DOOR WONT STAY CLOSED
 REPLACED DOOR LATCH AND CABLE
 REPAIR HAS 2 YEAR UNLIMITED MILEAGE WARRANTY

PARTS-----	QTY-----	FP-NUMBER-----	DESCRIPTION-----	UNIT PRICE-----	PRICE-----
	1	BE8Z-5426413-B	LATCH 478099	181.23	181.23
	1	BE8Z-54221A00-C	CABLE ASY 476447	17.27	17.27
			TOTAL - PARTS		198.50

JOB# 1 TOTALS-----	LABOR	131.25
	PARTS	198.50
	JOB# 1 JOURNAL PREFIX FOCs JOB# 1 TOTAL	329.75

ESTIMATE-----
 CUSTOMER HEREBY ACKNOWLEDGES RECEIVING
 ORIGINAL ESTIMATE OF \$100.00 (+TAX)
 APPROVED REVISED ESTIMATE (# 1) OF \$350.00 (+TAX) ON 04/04/14 AT 08:00am
 BY BUD/PH COMMENTS AUTH FOR LATCH AND CABLE
 TOTALS-----

*****	TOTAL LABOR.....	131.25
*PLEASE COMPLETE AND SEND IN ANY SURVEYS YOU *	TOTAL PARTS....	198.50
*MAY RECEIVE FROM FORD MOTOR COMPANY. IF FOR *	TOTAL SUBLET....	0.00
*ANY REASON YOU CAN'T GRADE US COMPLETELY	TOTAL G.O.G....	0.00
*SATISFIED PLEASE CONTACT OUR SERVICE MANAGER *	TOTAL MISC CHG....	0.00
*BILL WILCOX 760-371-1331 OR VISIT US ON OUR	TOTAL MISC DISC	0.00
*WEBSITE AT JIMCHARLONFORD.COM THANK YOU!	TOTAL TAX.....	16.38

TOTAL INVOICE \$ 346.13

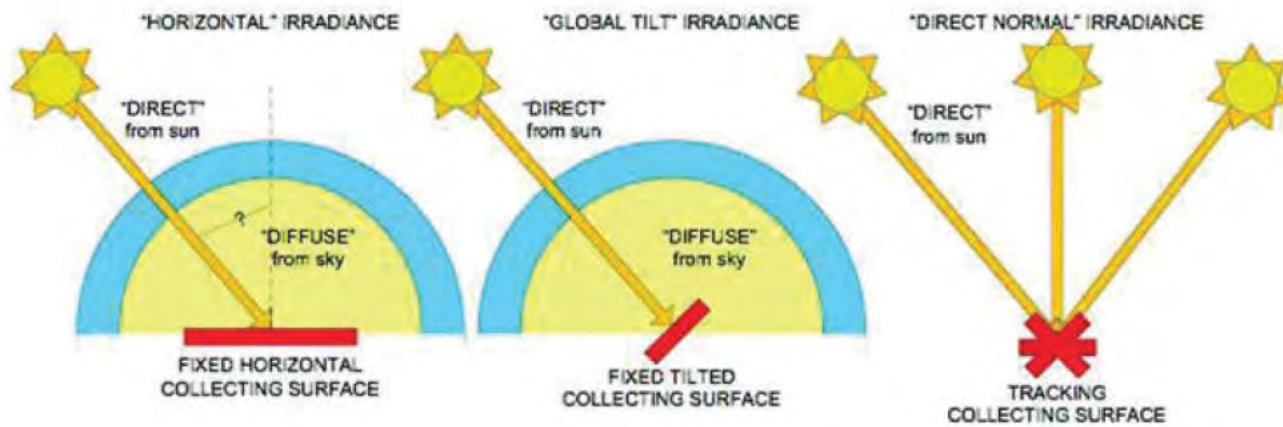
THANK YOU FOR YOUR BUSINESS!!

CUSTOMER SIGNATURE

DUPLICATE INVOICE

EXHIBIT 3-2

$$\text{Global Horizontal (GHI)} = \text{Direct Normal (DNI)} \times \cos(\theta) + \text{Diffuse Horizontal (DHI)}$$



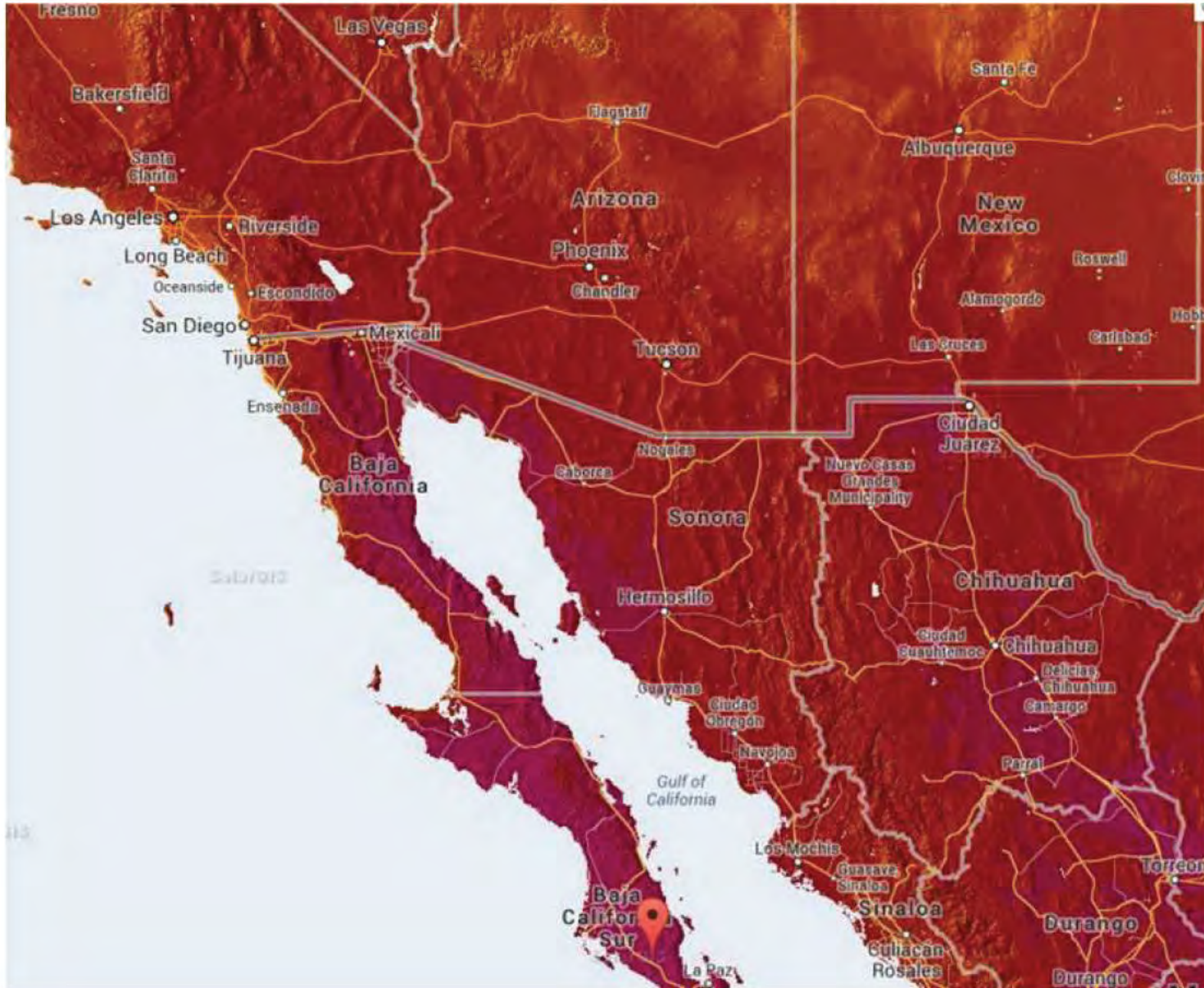
http://solargis.info/doc/docs/SolarGIS_data_specification.pdf

<http://solargis.info/imaps/#loc=32.630123,-113.384399&c=27.659203,-106.594849&z=6>

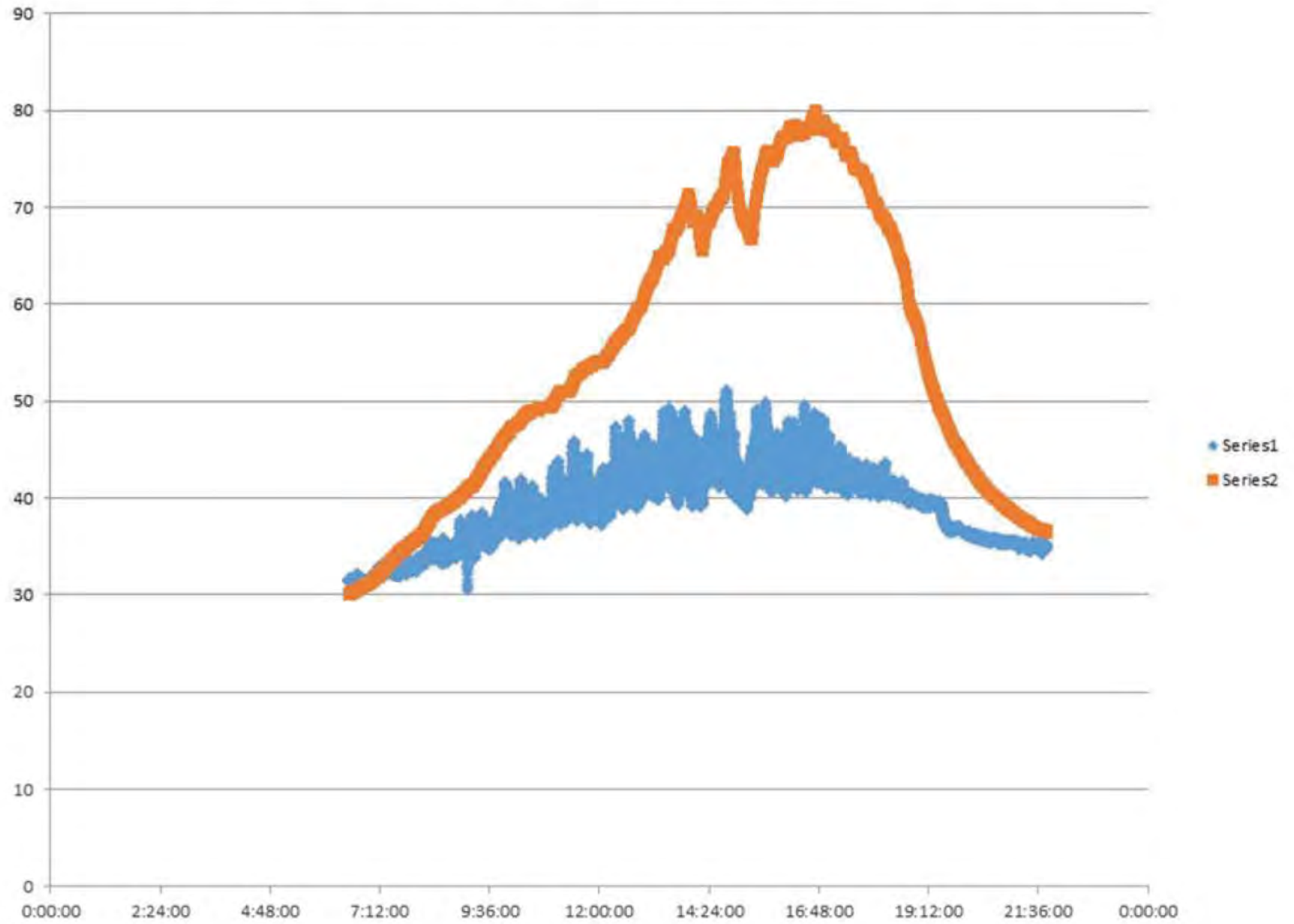
The first link takes you to the SolarGis 1.8 Database description that provides good insight into the GHI measure I used in the regression. Combine what is described in the link (scattering of solar energy through cloud cover & atmospheric water (humidity) & aerosols (numerous listed)) and you start to get an idea why the recent times of 2013 stand out in the southwest region against the historical development of the 80 C standard. As we are currently facing a drought period in that region that rivals or exceeds the dustbowl period of the 1930s you start to see contrasting timelines (Celcon produced starting in 1962).

With the ultra low humidity, low aerosols in regions away from the city (i.e. Baja Mexico) the 7% failure rate starts to make sense. It especially makes sense when you look briefly at the first batch of door temperature measurements provided just in a quick graph on the 4th slide.

GHI Solar Map – Note Baja – SolarGIS pulldown



Series 2 = Inside RR, Series 1 = Outside Temp



Consider in the previous slide that the high temperature for the day in question 7/31/2014 was only 43 C. Even with the moderate exterior temperature of 43 C sun heating was still able to drive the door slightly above 80 C (80.1 C). Internalize these facts:

- Based on the Map in slide 3 Phoenix is far from having the highest Solar Irradiance (Note all the purple/red regions in southern California and more specifically Baja Mexico where we see a 7% vehicle failure rate).
- The dominant factor in reaching the elevated door temperatures is solar irradiance demonstrated both from the in door temperature measurements and the regression model.
- It is a guarantee that we will venture into the 80-90C region of the data collection is to be agreed valid.
- Seeing the failure rate so closely step with solar irradiance I am not comfortable with the current situation when it comes to thermal aging of POM.
- I will work on compiling more into the original presentation on Monday (the 62 page document, I will grow it with some of the slides provided here along with including the paint color depiction).
- I am not sure there is a ton of value in calculating degree of scattering with zenith angle of the sun, but it would provide some further insight, the big deal I think is the sun angle/time of day when it is direct normal with still moderate intensity to the door surface (think in your mind that as the afternoon progresses to evening the sun loses intensity due to atmospheric scattering as it passes through more and more, but it closer approaches a direct normal angle to the door skin itself (those two factors balance at some sun altitude at a maximum it looks like around 4-5 PM for Phoenix at least – calculated agreement with the observation lends validity).

From: [REDACTED]
Sent: Wednesday, August 27, 2014 6:10 PM
To: [REDACTED]
Subject: FW: 2011 Fiesta - Romanoff Letter

Bob, FYI.

From: [REDACTED]
Sent: Wednesday, August 27, 2014 6:10 PM
To: [REDACTED]
Subject: 2011 Fiesta - Romanoff Letter

Dave / Nick, I did a quick VIN search for the 2011 Fiesta detailed in the Romanoff / Ken Grody Ford Letter. The spreadsheet showing all CDR reports is enclosed.

Only 1 report mentions the door latch (at the bottom). It is highlighted in tan.

If you have any questions, please do not hesitate to call. Thanks.



[REDACTED]
[REDACTED]

<i>ECI Record ID</i>	<i>Source Code</i>	<i>Significant Events</i>	<i>Source Claim Key</i>	<i>Time In Service</i>	<i>Repair/Report/Paid Date</i>	<i>Causal Part Prefix</i>	<i>Causal Part Base</i>	<i>Causal Part Suffix</i>	<i>Causal Part Name</i>	<i>Dealer Name</i>	<i>Dealer City</i>	<i>Dealer State/Province</i>	<i>Dealer Phone Number</i>	<i>Attachment</i>	<i>VIN</i>	<i>Production Date</i>
562366759	AWS		8248354	24	29-Jul-13	*			[N/A]	CITRUS MOTORS	ONTARIO	CA	9093900930		3FADP4EJ0BM	14-Jul-11
565120806	AWS		8756023	24	1-Oct-13	AE8Z	9H307	G	SENDER-ELEC PUMP	CITRUS MOTORS	ONTARIO	CA	9093900930		3FADP4EJ0BM	14-Jul-11
565120813	AWS		8756030	23	1-Oct-13	BV6Z	7B546	C	DISC ASY-CLUTCH	CITRUS MOTORS	ONTARIO	CA	9093900930		3FADP4EJ0BM	14-Jul-11
572255883	AWS		9943508	31	18-Mar-14		14290		WIR-D/PNL HD/LP JCT	KEN GRODY FORD	BUENA PARK	CA	7145213305		3FADP4EJ0BM	14-Jul-11
572255884	AWS		9943509	31	18-Mar-14	AE8Z	3B436	C	SHAFT & JOINT ASY	KEN GRODY FORD	BUENA PARK	CA	7145213305		3FADP4EJ0BM	14-Jul-11
900279122	FMC360		4833041A-29		11-Mar-14				NOT PROVIDED BY SOURCE	KEN GRODY FORD	BUENA PARK	CA	7145213305	N	3FADP4EJ0BM	14-Jul-11
900432816	FMC360		DDB92433-D2		15-Aug-14				NOT PROVIDED BY SOURCE	KEN GRODY FORD	BUENA PARK	CA	7145213305	N	3FADP4EJ0BM	14-Jul-11

<i>Model Year</i>	<i>Vehicle Description</i>	<i>Body Cab Style</i>	<i>Plant Description</i>	<i>Warranty Start Date</i>	<i>Mileage</i>	<i>Customer Comments</i>
2011	FIESTA	Unknown	CUAUTITLAN PLANT BUILD	2-Sep-11	28972	QUICK SERVICE DEPART 12C26 REPOROGRAM RESTRAINT CONTROL MODULE
2011	FIESTA	Unknown	CUAUTITLAN PLANT BUILD	2-Sep-11	28972	TUNE-UP DEPT CUSTOMER STATES THAT THE CAR IS NOT STARTING RIGHT AWAY AND TAKES SEVERAL TRYS TO GET IT TO START. SHE STATES THAT IT TURNS OVER BUT NOT STARTING.
2011	FIESTA	Unknown	CUAUTITLAN PLANT BUILD	2-Sep-11	28461	AUTO TRANS DEPART. CUSTOMER STATES THAT THE CAR SHUTTER AND SHAKE WHEN DRIVE. CHECK AND ADVISE
2011	FIESTA	Unknown	CUAUTITLAN PLANT BUILD	2-Sep-11	33953	Customer States CHECK ENGINE LIGHT COMES ON AND OFF WHEN DRIVING ENGINE MALFUNCTION MESSAGE SERVICE NOW AND WRENCH ICON CAME ON THE INSTRUMENT CLUSTER CK AND ADVISE E29 3636
2011	FIESTA	Unknown	CUAUTITLAN PLANT BUILD	2-Sep-11	33953	Customer States WHEN COLD HEARS AN UNUSUAL METALIC GRATE SOUND LIME METAL ON METAL FROM BELOW THE VEHICLE OCCURS WHEN DRIVING THEN DECELERATE USUALLY IN THE LOWER SPEEDS 15 TO 30 MPH CK AND ADVISE 3636
2011	FIESTA	Unknown	CUAUTITLAN PLANT BUILD	2-Sep-11	33910	2014-03-11-14.26.20.000000 CUST SAYS:NOTICED WRENCH LIGHT COME ON LAST NIGHT, HAS NOT BEEN TO DLRSHP YET. WONDERING IF VEH IS STILL UNDER WARRANTY.PER CUST, DLR SAYS: N/ACRC ADVISED:VEH STILL UNDER 3/36 WARRANTY, RECOMMENDED CUST TAKE VEH INTO DLRSHP ASAP TO HAVE DIANGOSED AND REPAIRED.
2011	FIESTA	Unknown	CUAUTITLAN PLANT BUILD	2-Sep-11	38891	2014-08-15-23.16.35.000000 USA 2014 NEW 72/100000 PREMIUMCARE W/ROADSIDE. CUST IS SUBSEQUENT OWNER, N/S - LTV, NON-CPO, AND IS NOT ELIGIBLE FOR CLP / LOANER. PART# BE8Z 5426413B, COR 08111, PACO 4942277. PACO STATES: THERE IS STOCK IN TRANSIT TO THE DEPOTS. THE ETA IS AROUND 8/25. 2014-08-15-23.16.35.000000 NOTE TO CCT/CSM: CUST NAME IS KRISTINA SHULL 2014-08-15-23.16.35.000000 BY ERIC ROMANOFF - CUSTOMER HAS A DRIVERS DOOR LATCH INOP CONCERN ON HER VEHICLE. DOOR IS COMMING OPEN WHILE DRIVING. CUSTOMER HAS READ ABOUT THIS ON THE INTERNET. CURRENTLY THE DOOR LATCH NEEDED FOR REPAIRS IS ON D99 BACK ORDER. LATCH PART #BE8Z 5426413B (COR 08111) ON EMERGENCY ORDER, NOT AVAILABLE UNTIL 08/25/2014. CUSTOMER IS SEEKING RENTAL COVERAGE AFTER HER 10 DAYS OF ESP DUE TO FORD MOTOR COMPANY BEING UNABLE TO PROVIDE PARTS FOR A WARRANTY REPAIR. 2014-08-15-23.16.35.000000 USA 2014 NEW 72/100000 PREMIUMCARE W/ROADSIDE OBC TO SELLING DLR F&I AT EL CENTRO AND WAS TOLD CUST IS NOT THE ORIGINAL OWNER. REQUEST DLR PROVIDE ME PACO AND DOR#.

<i>Technician Comments</i>	<i>CQIS Recommendations</i>
REPROGRAM RCM PER 12C26	
DIAG ENGINE DIFFICULT TO START AT TIME, HOOKUP IDS CHECK CODES RETRIEVED NO CODES, NECESSARY TO HOOK UP FUEL PRESSURE GAUGE VERIFIED FUEL PRESSURE DROPS TO 5 PSI WITHIN 2 MINUTES, NECESSARY TO REPLACE FUEL PUMP AND RETEST, FUEL PRESSURE HOLDS AT 40 PSI CONTINUOUSLY. ROD VERIFIED REPAIRS.	
7B546.. ROADTEST FOUND SHUDDER ON ACCELERATION,CK FOR CODES PASS, REPROGRAMMED PCM-TCM, PERFORMED ADAPTIVE LEARNING AND DRIVE CYCLE, RE ROAD TEST STILL SHUDDERING, REMOVE TRANS TO REPLACE DUAL CLUTCH , BOTH INNER AND OUTER SHAFT SEALS,BOTH AXLE SEALS ,CLEAN THE BACK OF THE FLYWHEEL,REPLACE SEPARATOR PLATE, INSTALLED TRANS, FILL TO LEVEL , PERFORMED ADAPTIVE LEARNING AND DRIVE CYCLE, ROAD TEST TO	
TSB 13-11-15 P2127 KOEO KOEC P2127 DIAGNOSTICS TESTED AND INSPECTED VERIFIED CHECK ENGINE LIGHT IS ON CARRY OUT PINPOINT TESTS CHECKED FOR EECS SYSTEM CODES PERFORMED TSB 13-11-15 WIRING SPLICE WIRING REPAIR MAIN WIRE ENGINE HARNESS RETESTED UPON COMPLETION PERFORMED TEST DRIVE CLEARED DTCS 2127 ROADTESTED UPON COMPLETION ALL FUNCTIONS NOW PASSED	
4462AR 1007D DIAGNOSTICS TESTED AND INSPECTED NOISE VIBRATION HARSHNESS PINPOINT CAUSE AND CORRECTION NOISE COMING FROM AXLESHAFT ASSEMBLY NECESSARY TO REMOVE AND REPLACE RIGFHT FRONT AXLE ASSEMBLY AND BEARINGS	

From: [REDACTED]
Sent: Wednesday, May 21, 2014 11:32 PM
To: [REDACTED]
Subject: FW: Antwort: C1A lower housing bridge

[REDACTED]
Apparently it was mentioned in the BUR today that Dorin had directed Keykert to stop working on the fix for the spring retention. Dorin disagrees and I guess he cited the temperature study and unfortunately Dorin and Kosta weren't up to speed on our findings. Just got off the phone with Dorin here around 11:15 and told him we would clean up wording and send it over tomorrow. After the 8-9 meeting we can get the presentation cleaned up and sent out to Dorin and Kosta, I explained it just now on the phone.

[REDACTED]
Sent with Good (www.good.com)

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, May 21, 2014 10:44 PM Eastern Standard Time
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Antwort: C1A lower housing bridge

Here is the last email related with this issue. I didn't see any 8D with root cause and ICA & PCA. Sounds like they waiting for another summer spike to blame Ford because I didn't like the bridge proposal. Again Kiekert didn't have any solution and they attempt to close this issue with a robustness improvement (bridge). Kiekert PD didn't know the current Mexico spring installation procedure (see my email below) so the proposal may not work. I don't like that Kiekert blamed me for luck to fix their problem.

Regards,

L. Dorin Puscas
Ford Motor Company
Exterior Body Core Engineer

[REDACTED]
[REDACTED]
PDC 2D-P46

From: [REDACTED]
Sent: Friday, March 21, 2014 4:33 PM
To: [REDACTED]

[REDACTED]

Subject: RE: Antwort: C1A lower housing bridge

Kiekert team,

Based my Kiekert Mexico C1A assembly line review, the pawl spring installation is "drop in and wrap the pawl spring small arm around the housing tab by hand" contradictory with the previous Kiekert PD process description (small arm installed first). In these circumstances the spring cannot apply any side load to the tab (side load was identified by Ford lab as fraction direction) during the installation but will do it in case of the bridge design.

How do you quantify the bridge design improvement if force to break the current tab is unknown?

Regards,

L. Dorin Puscas

Ford Motor Company

Exterior Body Core Engineer

[REDACTED]
[REDACTED]
PDC 2D-P46

From: [REDACTED]

Sent: Monday, March 10, 2014 8:00 AM

Cc: [REDACTED];

Subject: Antwort: C1A lower housing bridge

Hello Kosta,

attached you will find two pictures, which show, that the bridge is as strong as possible. To add more material is not possible, because the space is limited by the pocket of the pawl lifter. But as I have demonstrated with the FEM calculation, the bridge will improve the situation essential.

For the change process I want to make a proposal, which needs further discussion. Is it possible to make the upsuffix for the NA part numbers of the C1A-latch only, and revise the rest without an upsuffix. This would have the big advantage, that the carlines, which are not affected by the failure, don't have to change all their LMM's.

(See attached file: pawl_spring_1.jpg)(See attached file: pawl_spring_2.jpg)

Mit freundlichen Gruessen (Best regards)

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] (K.D.)" ---05.03.2014 00:13:12---Gentlemen, We saw new data this afternoon that indicated that the

clean point for the

Von: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Gentlemen,

We saw new data this afternoon that indicated that the clean point for the spring has been violated. We can no longer say that the issue has only occurred on parts with springs that are out of print. In addition, after reviewing the SLA and spring brought down by Scott and discussing with Noah, we agree that you can add the bridge to the lower housing but before you do so we would like to ensure that the bridge is as strong as possible. Please make sure that you are adding as much material as possible without negatively impacting the mold flow. Additionally, Scott had a suggestion about removing a portion of the lower housing wall where the spring leg must pass in order to attach to the pawl. Please ensure that this is also done in order to reduce the assembly difficulties.

Because of the issue, the proper method of changing the parts should be used. Please write a concern to up suffix the parts globally so we can properly track the change.

In the mean time we should continue to seek a root cause to this issue with the same urgency that was shown in seeking to make the change to the lower housing.

Do not go where the path may lead, go instead where there is no path and leave a trail. - Ralph Waldo Emerson

[REDACTED]
Technical Specialist -Latching Body Hardware

Body Engineering
[REDACTED]
[REDACTED]

Headquarters: Kiekert AG, Hoeseler Platz 2, 42579 Heiligenhaus/Germany

T: +49-2056-15-0; [REDACTED]

Registered in Heiligenhaus; Company Register Wuppertal HRB No 17915

Executive Board: Dr. Karl Krause (Chairman), Stephan Espelage, Ulrich-Nicolaus Kranz, Juergen Wenzel

Supervisory Board: Xizeng Li (Chairman)

IBAN : DE72 3307 0090 0484 1300 01

BIC : DEUTDEDWXXX

>

This email contains confidential and/or privileged information. If you are not the intended recipient or have received this email in error, please notify the sender and destroy this email. Any unauthorized copying, disclosure or distribution of this email is strictly forbidden.

From: [REDACTED]
Sent: Friday, August 08, 2014 1:17 PM
To: [REDACTED].)
Subject: FW: Fiesta Door Latch

FYI.

From: [REDACTED]
Sent: Friday, August 08, 2014 1:12 PM
[REDACTED]
Subject: RE: Fiesta Door Latch

The file is on the shared drive:

W:\GASC\common\rgirolam\Fiesta Door Latch\Latch TEDDS records 8 8 14.csv

This is the current data run for Fiesta and Fusion.

Suggested categories:

“A” categories are due to a door latch condition:

- A1 – Lost vehicle contents while driving
- A2 – Door opened while driving
- A3 – Door held/tied closed to drive
- A4 – Won’t latch closed

“B” categories

- B1 – Door came open/won’t close not due to latch
- B2 – Door ajar warning/dome lights on
- B3 – Difficult/high effort to close
- B4 – Won’t open
- B5 – Other door latch/door lock trouble

C – not responsive

i.e. - troubles corrected by door fit, hood or trunk/liftgate troubles, keyless entry troubles, appearance concerns, key cylinder troubles, door opening troubles

Q – “Ask Bob”

If possible, it would be useful for reviewers to identify the complaint door:

- Front - unspecified
- LF
- LR
- Left – unspecified
- RF
- RR

Right - unspecific
Rear – unspecific
Multiple doors
Unknown door

[REDACTED]

From: [REDACTED]
Sent: Friday, August 08, 2014 9:16 AM

Subject: Fiesta Door Latch

Hi Bob, when you get a chance, please send your Fiesta door latch spreadsheet to Ken Lilly, along with the desired categories. He will load it in to TEDDS for us.

I'm still working on lining up helpers from the External Group. Thanks.

[REDACTED]

From: [REDACTED]
Sent: Monday, July 07, 2014 8:21 AM
To: [REDACTED]
Subject: FW: Fiesta Door Latches

From: [REDACTED]
Sent: Monday, June 30, 2014 2:08 PM
To: K [REDACTED]
Subject: RE: Fiesta Door Latches

Thanks – I have also let Tom Bazil know in Kopeika's shop

[REDACTED]

From: [REDACTED]
Sent: Monday, June 30, 2014 11:07 AM
To: [REDACTED]
Subject: RE: Fiesta Door Latches

Steve – No, I was not aware until these emails started while I was on vacation.

Bob – Can you look into this and let me know. I did not see anything in AEQ for current or emerging concerns. Apparently parts are on back order so I suspect it's not a limited issue. Need to provide response to region as there have been several dealer inquiries. Thanks Bob.

[REDACTED]
Technical Support Operations Manager
Phoenix, Denver, and Seattle Regions
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, June 30, 2014 10:40 AM
To: [REDACTED]
Subject: FW: Fiesta Door Latches

[REDACTED]

See below, are you aware of this issue?

[REDACTED]

From: [REDACTED]
Sent: Monday, June 30, 2014 9:34 AM

To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Fiesta Door Latches

[REDACTED]

Additional concerns from Peoria Ford on the Fiesta Door Latch Issues. Matt Tonoli claims they have 8 vehicles at their Dealership right now awaiting parts. Brandon is working with him to assist with the process to provide the customers loaner vehicles, but it seems that this issue is growing exponentially. Can you contact Matt or have Brayan contact Matt and then get the information to provide to engineering so we can act quickly. We will have Matt enter the information into the Global Concern Reporting site so that there are more GCQUIS reports on this.

Dan Resnick
Parts & Service Operations Manager
Phoenix Region
Ph: [REDACTED]

From: [REDACTED]
Sent: Monday, June 30, 2014 9:20 AM

[REDACTED]
Subject: Fiesta Door Latches

Gentlemen,

I am a little concerned about this Fiesta Door Latch product issue that we are seeing a lot of...

When I spoke to Brandon about this earlier today, he gave me the impression that Ford only knows about isolated cases of this problem.

HOW IS THIS POSSIBLE?? – THIS IS ALL OVER HE INTERNET AND IS A CONCERN WE ARE GETTING PHONE CALLS ON DAILY!

We have 8 of these here at our dealer RIGHT NOW!

THE CUSTOMER COMPLAINT IS – DOOR WILL NOT LATCH AND STAY CLOSED – this is obviously a HUGE safety concern. The parts are on intergalactic national back order with an estimated ETA of sometime in mid to late July...

Here are 2 examples of VIN'S WITH FM 360 CASES FROM EARLY THIS MONTH –

1. VIN # 3FADP4BJ1CM [REDACTED] – CASE # [REDACTED]-H5F0S3 – June 17th
2. VIN # 1FAHP3J25CL1 [REDACTED] – CASE # [REDACTED]-W2LOV8 – June 4th

In all of these cases – the customers cannot keep their door closed and latched, which could lead to somebody falling out of the vehicle if they were not belted in. In all of these cases, our

customer is requesting alternate transportation since the vehicle cannot be driven safely....

HERE IS THE PROBLEM!!!!

Ford says to write a repair order on the vehicle to get a FM360 case started to order the part – **If Peoria Ford does this (WE “Peoria Ford”) will need to provide alternate transportation to this customer immediately – not knowing whether or not we will be reimbursed for the rental...? Once the car has a repair order on it – WE CANNOT LET IT OUT OF OUR POSSESSION WITH DOOR THAT WILL NOT STAY LATCHED!!! Huge Liability!!!!**

WE HAVE DIRECTED ALL CUSTOMERS TO CALL THE FORD CONSUMER AFFAIRS HOTLINE – IN EACH CASE THEY ARE BEING TOLD THAT THE DEALERSHIP SHOULD BE PROVIDING RENTALS – WHY WOULD THEY BE TELLING THE CUSTOMER THIS???

Peoria Ford has ZERO tap Funds and will only be getting another \$5000 tomorrow July 1st – COMPARE THAT TO “CAMLEBACK FORD -#11296” THE DEALER I JUST CAME FROM THAT WILL BE GETTING ANOTHER \$35000+ -

IS THERE ANYTHING THAT CAN BE DONE ABOUT THIS SITUATION IMMEDIATELY ??

This is a CSI nightmare waiting to happen- PERCEPTION IS REALITY – the customer only sees that Peoria Ford is not helping them or providing another vehicle to drive while theirs is down for repair... WE HAVE RECEIVED THREE OF THESE VEHICLES JUST TODAY ...

Thanks for your help in advance



“The most significant and lasting way to set ourselves apart, is the way we define and deliver hospitality, which exist when someone feels you are on their side.”



From:

To:

Subject:

FW: Fiesta Door Latches

Jake Doss provided the below two part numbers to Basil that are related to this string of emails. Please provide any additional part numbers that are known to be related to this issue.

BE8Z 5426412 B – Lock Assembly, enough inventory in-transit to cover all 444 backorders. Supplier shipping more stock this week. See below for how demand is increasing:

MONTH	YEAR	Quantity
06	2014	696
05	2014	411
04	2014	280
03	2014	146
02	2014	143
01	2014	115

BE8Z 5426413 B – LATCH, only 4 stock backorders that will fill this week. See below for demand pattern:

MONTH	YEAR	Quantity
06	2014	120
05	2014	70
04	2014	79
03	2014	54
02	2014	51
01	2014	52

[REDACTED]
N. A. Supply Chain Manager
Ford Customer Service Division
[REDACTED]
[REDACTED]
[REDACTED]

Subject: FW: Fiesta Door Latches

Kris and Joe, A potential CCRG concern. From talking briefly to Steve, some are surmising the concern to be heat related, and may potentially affect other vehicle lines.

Mark and Basil, Looks like another part shortage. Not an FSA... Any insight on who would be following to help provide the field with some relief?

From: [REDACTED]
Sent: Monday, June 30, 2014 1:06 PM
[REDACTED]
Subject: FW: Fiesta Door Latches

Tom –

This is the email I was referring to in my voice mail, can you call me when you have a chance? Thanks.

[REDACTED]

From: [REDACTED]
Sent: Monday, June 30, 2014 9:34 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Fiesta Door Latches

Mitch,

Additional concerns from Peoria Ford on the Fiesta Door Latch Issues. Matt Tonoli claims they have 8 vehicles at their Dealership right now awaiting parts. Brandon is working with him to assist with the process to provide the customers loaner vehicles, but it seems that this issue is growing exponentially. Can you contact Matt or have Brayan contact Matt and then get the information to provide to engineering so we can act quickly. We will have Matt enter the information into the Global Concern Reporting site so that there are more GCQUIS reports on this.

[REDACTED]

From: T [REDACTED]
Sent: Monday, June 30, 2014 9:20 AM
[REDACTED]
Subject: Fiesta Door Latches

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Here are 2 examples of VIN'S WITH FM 360 CASES FROM EARLY THIS MONTH –

1. VIN # 3FADP4BJ1CM [REDACTED] – CASE # [REDACTED] -H5F0S3 – June 17th
2. VIN # 1FAHP3J25CL [REDACTED] – CASE # [REDACTED] W2LOV8 – June 4th

In all of these cases – the customers cannot keep their door closed and latched, which could lead to somebody falling out of the vehicle if they were not belted in. In all of these cases, our customer is requesting alternate transportation since the vehicle cannot be driven safely....

HERE IS THE PROBLEM!!!!!!

Ford says to write a repair order on the vehicle to get a FM360 case started to order the part – **If Peoria Ford does this (WE “Peoria Ford”) will need to provide alternate transportation to this customer immediately – not knowing whether or not we will be reimbursed for the rental...? Once the car has a repair order on it – WE CANNOT LET IT OUT OF OUR POSSESSION WITH DOOR THAT WILL NOT STAY LATCHED!!! Huge Liability!!!!**

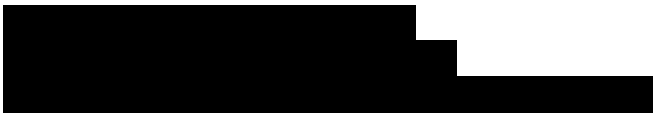
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Thanks for your help in advance



“The most significant and lasting way to set ourselves apart, is the way we define and deliver hospitality, which exist when someone feels you are on their side.”



From: [REDACTED]
Sent: Friday, July 18, 2014 3:56 PM
To: [REDACTED]
Subject: FW: Fiesta Door Latches

From: [REDACTED]
Sent: Monday, July 07, 2014 8:21 AM
To: [REDACTED]
Subject: FW: Fiesta Door Latches

From: [REDACTED]
Sent: Monday, June 30, 2014 2:08 PM
To: [REDACTED]
Subject: RE: Fiesta Door Latches

Thanks – I have also let Tom Bazil know in Kopeika’s shop

[REDACTED] S
[REDACTED] 6

From: [REDACTED]
Sent: Monday, June 30, 2014 11:07 AM
To: [REDACTED]
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Steve – No, I was not aware until these emails started while I was on vacation.

Bob – Can you look into this and let me know. I did not see anything in AEQ for current or emerging concerns. Apparently parts are on back order so I suspect it’s not a limited issue. Need to provide response to region as there have been several dealer inquiries. Thanks Bob.

Troy Kimmerle
Technical Support Operations Manager
Phoenix, Denver, and Seattle Regions

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, June 30, 2014 10:40 AM
To: [REDACTED]
Subject: FW: Fiesta Door Latches

[REDACTED]

See below, are you aware of this issue?

[REDACTED]

From: [REDACTED]
Sent: Monday, June 30, 2014 9:34 AM

[REDACTED]

Subject: FW: Fiesta Door Latches

[REDACTED],

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[REDACTED]

From: [REDACTED]
Sent: Monday, June 30, 2014 9:20 AM

[REDACTED]

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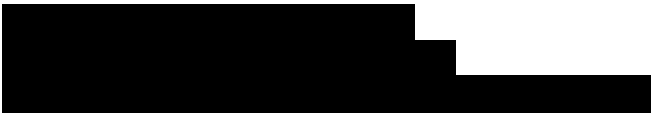
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Thanks for your help in advance



“The most significant and lasting way to set ourselves apart, is the way we define and deliver hospitality, which exist when someone feels you are on their side.”



From: [REDACTED]
Sent: Friday, August 22, 2014 8:54 AM
To: [REDACTED]
Subject: FW: Fiesta/Focus Door latch concern.
Attachments: photo 1.JPG; photo 2.JPG; photo 3.JPG; photo 4.JPG; photo 5.JPG; FW: Kristina Shull 2011 Fiesta 3FADP4EJ0BM [REDACTED]/CAS [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: E [REDACTED]
Sent: Friday, August 22, 2014 8:17 AM
To: [REDACTED]
Subject: FW: Fiesta/Focus Door latch concern.

From: [REDACTED]
Sent: Thursday, August 21, 2014 7:39 PM
To: E [REDACTED]
Subject: FW: Fiesta/Focus Door latch concern.

[REDACTED]
FYI only, no action needed on your part. This is why I needed to get an update from you.

Thank you,

From: S [REDACTED].)
Sent: Thursday, August 21, 2014 4:25 PM
To: F [REDACTED])
Cc: Courteau, Mike (M.J.); Henry, Roger (R.J.); Wilde, Chris (L.C.)
Subject: FW: Fiesta/Focus Door latch concern.

H [REDACTED]

I wanted to share with you an emerging concern here in LA. We are seeing an increasing rate of door latch failures, on Fiesta, Focus and some Fusions. These appear to be heat related and the failure can prohibit the door from fully latching. This issue initially emerged in desert areas around Palm Springs but has worked its way into areas east of LA where temperature can also get quite high.

We've asked dealers to be aggressive in reporting this issue via the CQIS/Hotline but early feedback has been that there was no strong evidence of a national issue.

We've experienced part delays in getting replacement latches and the CRC team has been supportive of rental support in most cases. But we've been informed of cases where rental support is denied possibly based on LTV scores or other factors (see attached e-mail).

The latch failure can lead to doors opening while the vehicle is driven. I'm concerned that customers may continue to drive these units while waiting for parts using straps and other improvised means (Please see photos).

The purpose of my note is to seek broader support for rental vehicles on these vehicles (for this concern – where we have a parts delay), regardless of warranty coverage or LTV value consideration.

Please let me know if you need any additional information.

████

████
Sent: Wednesday, August 20, 2014 12:00 PM

████
Subject: FW: Door latch concern.

Mike, Can you provide an update regarding the door latch concern for Focus, Fusion and Fiesta. I know of at least two dealerships that have expressed this concern and the CRC is aware as well.

Is there a Service fix in the works for this.

████
LA Region
Parts & Service Operations Manager
████

From: W.████)
Sent: Wednesday, August 20, 2014 11:19 AM

████
Subject: FW: Door latch concern.

Roger, █████

I wanted to provide you with some photos of a vehicle that was at lake Elsinore when I visited last week. I am Santa margarita now and they are starting to experience the same concerns. I think this issue is becoming more prevalent as temperatures rise. An obvious heat related issue that is leaning towards a tab or potential safety recall. Just an FYI. What is pictured is the latch box that malfunctions and the contraptions used to secure the door from coming open. This particular vehicle's door flung open during travel with infants in the car.

-----Original Message-----

From: B.████
Sent: Wednesday, August 20, 2014 02:12 PM Eastern Standard Time
To: West, Brian (B.L.)
Subject:











From: E [REDACTED]
Sent: Friday, August 15, 2014 8:35 PM
To: [REDACTED]
Subject: FW: Kristina Shull 2011 Fiesta 3FADP4EJ0BM [REDACTED]/CAS- [REDACTED]
Attachments: 20140815143905645.pdf

[REDACTED],

Here is another PACO/Parts debacle that is frustrating me again.

While I realize it is a used car, non CPO, purchased at another dealership, she is still a Ford customer with an ESP. In my opinion she bought Ford and unless we screw it up by de-horsing her, she will keep buying Ford if I have anything to do with it. Now (after uploading the appropriate 360 case) I am being told that rental assist is "Outside criteria" for this situation. The situation is a single mom with a driver's door that flies open due to a defective latch that is covered under Ford ESP warranty. It is, for sure a safety issue. And we cannot get the part (D99 Back Order) until the 25th of this month. And we get "0" response out of PACO.

So If I do not want to eat the rental I am supposed to give the car back to her with a driver's door that opens while driving? She came in with the door duct taped shut! There is no way I would endanger her life this way. So we'll eat it. Again.

So While I have addressed the safety concern let's not forget about the aspect of customer satisfaction. I would be a rare guy indeed to put this customer on foot and have a gift of gab attractive enough to get a "Completely Satisfied" Survey. Or let her have the car back and give her a roll of duct tape with instructions on how often to re-tape her door. I am sure while she is crawling through her window or the passenger side of her car to get in and out she will be thinking of us fondly and how it was such a completely satisfying experience.

I am grateful for all that you and Roger help me with. You guys are family. I am however extremely frustrated with the complete lack of concern higher up from Ford Motor Company. I expressed this with Mr. Toney while he was here with Ken and Kurt a few months back. I really feel like you guys in the field are sent to the front lines and then issued squirt guns to fight the enemy.

Thanks for listening and as always I deeply and sincerely appreciate all you can do.

Have a great weekend.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Friday, August 15, 2014 5:05 PM

To: [REDACTED]
Subject: RE: 2011 Fiesta 3FADP4EJ0BM [REDACTED] /CAS- [REDACTED]

It's all in the attachment in the e-mail I sent and the 360 case I entered.

Sooooo, Ford cannot get the part, and we are supposed to earn the survey how when the customers on foot??????

[REDACTED]
Director of Parts and Service
Ken Grody Ford
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Friday, August 15, 2014 5:02 PM
To: [REDACTED]
Subject: RE: 2011 Fiesta 3FADP4EJ0BM [REDACTED] /CAS- [REDACTED]

I need a PACO and DOR/COR #. Latched are shipping but cust is a subsequent owner, non-CPO. No rental. Sorry. Please send me the emergency order info and I will put a bump on it on this side.

From: [REDACTED]
Sent: Friday, August 15, 2014 7:48 PM
To: [REDACTED]
Subject: 2011 Fiesta 3FADP4EJ0BM [REDACTED] /CAS- [REDACTED]

[REDACTED]

I have one here I feel bad for. It is [REDACTED] customer and he may have contacted you on this one.

Kristina Shull 2011 Fiesta with a door latch issue that causes the driver's door to open with a mind of it's own.

She drove in with the door duct taped closed.
All I need is help on the part and a few days of rental.
I did up a case for you with a rational and I attached the same documentation I included here.
2011 Ford Fiesta 3FADP4EJ0BM [REDACTED]
38691 miles

CAS [REDACTED]

Note created on 08/15/2014 04:16:41 PM

"By Eric Romanoff" - Customer has a drivers door latch inop concern on her vehicle. Door is coming open while driving. Customer has read about this on the internet. Currently the door latch needed for repairs is on D99 back order. Latch part #BE8Z 5426413B (COR 08111) on Emergency order, not available until 08/25/2014. Customer is seeking rental coverage after her 10 days of ESP due to Ford Motor Company being unable to provide parts for a warranty repair.

Thanks Bro!!!

[REDACTED]

AHDR2501
CUSTOMER: **07946**
COMMAND:

DOES II SYSTEM
EMR BACKORDER STATUS

08/15/14 17:37:37 (EST)
ONLINE: 001 MIN

NEXT KEY:

PART NUMBER	COR	ORDERED	SC	DESCRIPTION	SHP DATE	SHIPPR	CARRIER
BE8Z 5426413B	08111	08/11	6S	SPLR. SHPD. PDC'S S	08/20		

Emergency
Ordered 8-11-14

F1=HELP F3=SIGNOFF F4=BO HOLD F11=MENU
214 END OF DATA

PAGE 1
TNCD140A



Ticket#: 4942277

Paact Code#: 07946 KEN GRODY FORD

Activity: Customer Service

Contact Person#: [Redacted]

Service: Order Status

Phone#: [Redacted]

Fax: [Redacted]

Original Record Date/Time: [Redacted]

EMail: [Redacted]

Description:

Can you please provide an educated guess as to when this latch may arrive?? The customer is in a rental car!!

Answer:

[Redacted] There is stock in transit to the depots. The ETA is around 8/25.

Service Part BE0Z5426413B
Model Year 2011
Supplier Code EBKTA
Unit Down? Y/N Y

Vehicle Type Car
Model CH Fiesta
Dealer Order Number 08111

Customer Bulletin:

Topic of the Month

If your parts catalog is not VIN matching to one single part, you are missing out on the huge Advantage implemented by Ford Catalog in the last few years. Ford sends, to all EPC vendors, everything needed to filter out the parts that do not match to the VIN. VIN matching significantly reduces the lookup time.

Mark Johnson

Ref 217690

AHDR5502
CUSTOMER: 07946
COMMAND:

DOES II SYSTEM
INTRANSIT INFORMATION

08/14/14 20:26:59 (EST)
ONLINE: 001 MIN.

NEXT KEY:

PART #: BE8Z 5426413B
PART NAME: LATCH

ENG #: AE8A5426413BF

	INTRN	SHIP	INTRN	SHIP	INTRN	SHIP
	PDC QTY	DATE	PDC QTY	DATE	PDC QTY	DATE
PDC+PRC ON-HND:	NY		CG		DT	
PKG TOT ON-HND:	AT		KC		ND	
INTRNST TO PKG:	101 PR		ML		MH	
NXT MTH DEMAND:	111 MC		SC		DC	
FAD INVENTORY:	HO		FW		PH	
B/O QUANTITY:	201 OT		PO		SH	
DATE OFF B/O:	09/05/14 HA		WA		NH	
	TC		EV		CC	
	DV		KS		LK	
	GR		AH		DH	
	EX		H2		H3	
	H4		H5			

ENGINEERING PART NUMBERS WITH AN "O" IN THE PREFIX, CHANGE TO ZERO.

F1=HELP F3=SIGNOFF F4=MERCHANDISER REMARKS F11=MENU
216 ENTER NEXT PART NUMBER

PAGE 001
TNCD19A2



Locate Results
Part #: BE8Z5426413B

As of 8/14/2014 at 8:36 PM

Part #: BE8Z5426413B	Max Disc: N/A
OEM: Ford	Dealer: N/A
Desc: LATCH	QOH: N/A
Cost: \$108.74	Updated: N/A
List: \$181.23	Phone: N/A

Locate Results (27 Total)

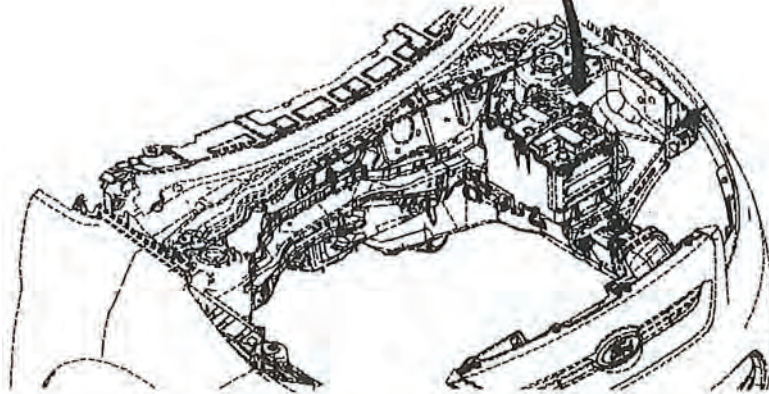
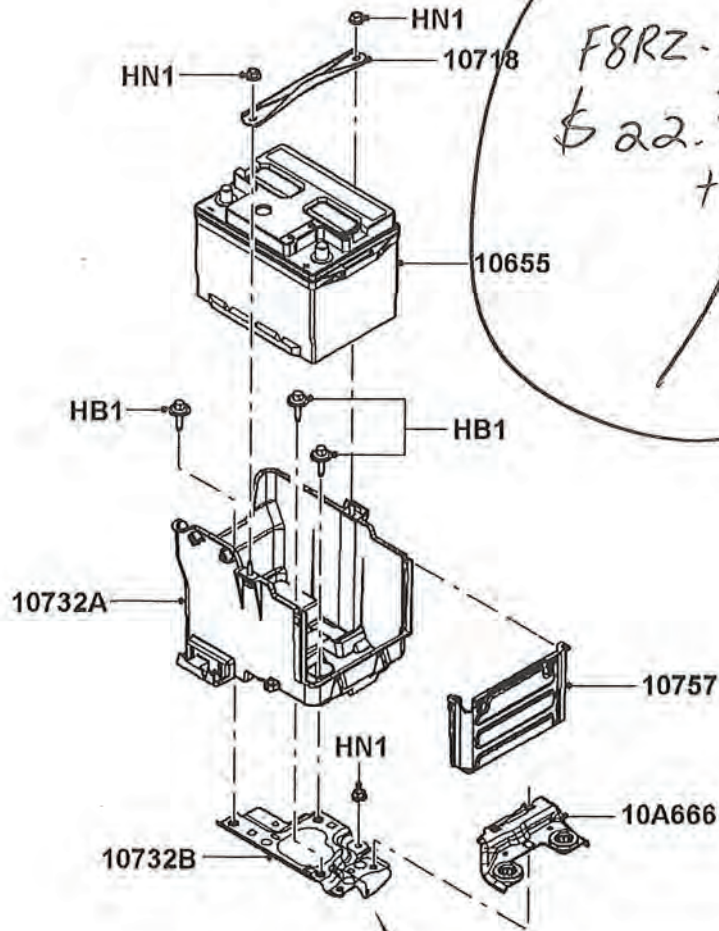
Location	Distance	QOH	Updated	Discount	Phone
Advantage Ford (Duarte, CA)	18	1	8/14/2014		(626) 359- 9689
Vista Ford Lincoln (Woodland Hills, CA)	40	1	8/14/2014		(818) 884- 7600
Gosch Ford Lincoln-Mercury (Hemet, CA)	56	1	8/14/2014		(951) 658- 3181
<i>*****SPECIAL PRICING ON AGED INVENTORY CONTACT PARTS FOR MORE INFO*****call toll free at 1-800-883-3673</i>					
Ken Grody Ford - Carlsbad (Carlsbad, CA) <i>Jim</i>	65	1	8/14/2014		(760) 438- 9171
Palm Springs Ford Lincoln Mercury (Cathedral City, CA) <i>Nick</i>	88	1	8/14/2014		(760) 328- 2102
Yucca Valley Ford Center (Yucca Valley, CA) <i>Tim</i>	93	1	8/14/2014		(760) 365- 2353
Fiesta Ford, Inc. (Indio, CA) <i>Joe</i>	99	2	8/14/2014		(760) 772- 8009
El Centro Motors (El Centro, CA)	159	1	8/14/2014		(760) 336- 2100
<i>cost - 10 on obsolete parts over 12 mnths</i>					
Robinson Ford Sales Inc (Calexico, CA)	166	1	8/14/2014		(760) 357- 3141
Gaudin Ford (Las Vegas, NV) <i>Robert</i>	220	2	8/14/2014		(702) 796- 2762
Friendly Ford (Las Vegas, NV) <i>Spencer</i>	225	2	8/14/2014		(702) 877- 6546
<i>12 AND OLDER 50% OFF, EXCEPT MOTORCRAFT AND POWERTRAIN ASSY. PLEASE HAVE CREDIT CARD INFO***NO COD***NO OPEN CHARGE. SOME PARTS MAY QUALIFY FOR FREE SHIPPING.</i>					
	326	1	8/14/2014		

2011 CH (Fiesta 2011-) GCAT

4 - Electrical

Battery Cables & Horn

Battery and Mountings (04/26/10...04/27/13)



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4140105
04-2010
CH
F0213929-01

From: [REDACTED]
Sent: Thursday, July 31, 2014 7:22 PM
To: [REDACTED]
Subject: FW: Kiekert C1 Pawl Post Investigation and Analysis

Listed below is the current deliverables along with the updated action tracker (first file link) for the C1A pawl post investigation (CCRG meeting held this morning at 8:55 AM – Noah and Matt covered, Kosta and I discussed immediately after). The action tracker is just 3 tabs and should be easy to follow, the analysis continues with no binned root cause. Kosta and I continue to talk and CCRG (Kris, Joe, Emily, the usual team) would like to look at a vehicle (as noted in the action tracker) in order to observe how intense the vehicle indicates that the door did not close when the condition is demonstrated (does the door ajar light remain on? Does the door chime remain on? Is the only indication the bounce back caused by the closed catch against the striker?). Updates will be sent out as new significant findings are determined, consider this a baseline of the current state. The text below is team communication across Brose/Ford/Keykert – around 15 team members.

Thanks,
[REDACTED]
STA – Latches/Door Systems

Ladies/Gentlemen,
I have included everyone on this email so as to provide an open book as to where we are at collectively with the analysis. All of the files are uploaded in Dropbox and shared via links (Folder sharing doesn't work well at Ford). I have gone ahead and shared all the documentation I have, if there is something that I have shared that you would like taken down please just let me know I don't want openly share something someone may have an issue with. I am pretty certain at this point that everyone knows at least 85% of the details around this issue.

The first Dropbox link is just the Action Tracker with R/Y/G Status for Keykert/Brose/Ford, if there is an item that I have omitted please let me know and I will add it into the tracker. The tracker is basically Keykert's tracker that I just added some tabs and additional lines to in order to add Brose and Ford.

https://www.dropbox.com/s/lpyjyf53hsept7/C1A%20Pawl%20Post%20Action%20Tracker%207_31_2014.xlsx

The second file is the Regression/8D presentation that I think everyone has already seen but I wanted to make it available electronically for background purposes.

<https://www.dropbox.com/s/9ucmv84ulzyvc57/C1A%20Pawl%20Post%20Analysis%20Regression%20and%20Original%20Keykert%208D.pdf>

The third file is the just the 5 vehicle VINs that have the claimed condition of door opening while driving (not yet confirmed to be different than door will not close).

<https://www.dropbox.com/s/jx0yyoifoyvjcg8/VINs%20for%205%20Vehicles%20Claimed%20as%20Door%20Opens%20While%20Driving.pdf>

The fourth file is so Frozen charts most of which are updates from the original regression/8D but some new charts and new insights into environment vs. spring change influence, and also notably the addition of Mexico in detail to the analysis (high impacts in Baja most notably – 7% failure rate statewide).

<https://www.dropbox.com/s/uuxgx1indl8mudo/Pivot%20Table%20Frozen%20Charts%20AWS%20C1A%20Claims%20Cuautitlan%20and%20Hermosillo%20Total%20Claims%202014%2007%2031.pdf>

The fifth file is the POM Mechanical Property charts that include performance across the functional temperature range along with elongations to failure and some flexure modulus data. Included are charts for Hostaform 9021 and Celcon M90.

<https://www.dropbox.com/s/mpdv82czww4aupe/POM%20Mechanical%20Property%20Data%20Celcon%20M90%20and%20Hostaform%209021%20%28Mech%20Prop%20at%20Temps%29..pdf>

Files six, seven and eight are just short videos of the assembly process. The videos are shared just to note the difference in assembly processes not to make a value judgment of one vs. the other.

<https://www.dropbox.com/s/g8thhendmtz9rp/Brose%20Spring%20Assembly.mp4>

<https://www.dropbox.com/s/cs7bn4ny4mk89j1/Keykert%20Spring%20Assembly%20Video%201.wmv>

<https://www.dropbox.com/s/uvke6dzkr091v15/Keykert%20Spring%20Assembly%20Video%202.wmv>

File nine is the dimensional scans provided by Brose for their pawl post feature (Once we get Keykert's dimensional scans for the feature it these will provide an important comparison if there is any notable difference and in turn gain/loss in comparative strength).

<https://www.dropbox.com/s/qzvpzjj3d777td6/Brose%20Blue%20Light%20Scans%20of%20Pawl%20Post%20Cavities%201%20thorough%204.pdf>

I have not provided a link for the raw claims data as I think all the people that wanted to do analysis on the raw claims have done so already. I will provide the raw sales volumes for Fiesta and Fusion 2010-2014 as they may be useful if there is some aspect that has not been normalized that needs done still (link below for file ten).

<https://www.dropbox.com/s/tzu7tbbuzhvhz34p/2010-14%20Fiesta-Fusion-MKZ%20Volumes%20by%20Dealer%20Code%2C%20Zip%20Code%2C%20Paint%20Color.xlsx>

Again I want to comment that I am sharing all of this between all involved parties largely due to the potential impact of the issue. If anyone has any issue with what is being shared I will be happy to remove some of the 9 files provided above. In that same spirit if there is some deliverable or data I have neglected to include that we have already traded between us please don't hesitate to point it out. Brose and Keykert as well have been excellent in putting so much information together on such short notice and as usual you have my gratitude. It will be interesting to see what we end up with for measured in door temperature data for the southwest environments along with how the various FEAs that are in process also turn out.

Best Regards,

A large black rectangular redaction box covering the signature and name of the sender.

From: [REDACTED]
Sent: Wednesday, September 03, 2014 6:41 AM
To: [REDACTED]
Subject: FW: POTENTIAL SAFETY ISSUE

Memo:

Called Santiago Eduardo on Sep 3, 12:45pm and advised him of the status of the investigation and that if they have a specific incident alleging "open while driving", we want to have the parts clearly identified as such, and sent to us for analysis.

ksc

fyi

From: [REDACTED]
Sent: Tuesday, September 02, 2014 10:02 AM
To: [REDACTED]
Subject: FW: POTENTIAL SAFETY ISSUE

Good morning Dave,

My Director is asking if there is an update related to this matter, do you have some news after the separate meeting that the team spoke during CCRG conference?

Saludos.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: martes, 26 de agosto de 2014 01:56 p.m.
To: [REDACTED]
Subject: FW: POTENTIAL SAFETY ISSUE

[REDACTED]
Do you have some news about this concern?

We have a lot of pressure from some dealers asking if this concern will become a FSA since the nature of the failure.

We will appreciate any comments you can share with us.

Saludos.

Eduardo Santiago

Technical Support Manager

Ford of Mexico

Ph. [REDACTED]
[REDACTED]

From: [REDACTED]

Sent: miércoles, 16 de julio de 2014 12:47 p.m.

[REDACTED]

Subject: RE: POTENTIAL SAFETY ISSUE

FORD MOTOR CO

20901 OAKWOOD Blvd

Dearborn, Michigan 48124

Attention: Dave McClenaghan Cube # GCD26

[REDACTED]

From: [REDACTED]

Sent: Wednesday, July 16, 2014 12:59 PM

[REDACTED]

Subject: FW: POTENTIAL SAFETY ISSUE

[REDACTED]

Please provide your business address in order to ship some failed latches (Focus and Fiesta)

Saludos.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: martes, 15 de julio de 2014 05:11 p.m.

To: Santiago, Eduardo (S.)

Cc: [REDACTED]
Subject: RE: POTENTIAL SAFETY ISSUE

[REDACTED]

Please contact Dave McClenaghan (dmcclen1), a person that handles of field return parts for me. He can provide you with instructions on shipping the return parts to us.

Regards,

[REDACTED]
Small Car & Utility Vehicles
Critical Concern Manager

From: S [REDACTED]
Sent: Tuesday, July 15, 2014 6:06 PM
To: [REDACTED]
Subject: RE: POTENTIAL SAFETY ISSUE

[REDACTED]:
The root cause is an internal failure of the mechanism, We gather have some failed parts at my desk, please tell me to whom should I send.

Saludos.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

do documentos adjuntos (en caso de existir).

From: [REDACTED]
Sent: Tuesday, July 29, 2014 3:43 PM
To: [REDACTED]
Subject: FW: Report Summary for the CQIS Report#EFMPF555

Part has been scraped for this unit.

[REDACTED]

A [REDACTED]

[REDACTED]

[REDACTED]

Attachments : 0

Report# :	EFMPF555 CREDSR--or-- Q 201491343915	Received:	06/13/2014
CCRG/EPRC:		Date:	
Vehicle:	2012,FIESTA (NA) ,SE ,4 DOOR ,SEDAN ,3FADP4BJ4CM [REDACTED]	Build Date:	02/28/2012
Odometer :	41,704 M	Engine:	1.6L SIGMA
Transmission:	6SP PS195	Axle:	
Dealer:	USA 20313 Earnhardt Ford Sales Company	Calibration:	CCH1A10A
City:	Chandler	A/C:	YES
Originator:	DEE BUELOW	Phone#:	480-838- 4442
Symptom:	8 81 2 15 SAFE/SEC,LATCHES/LOCKS ,DOOR,DIFF CLOSE	Country :	USA
Status:			
VFG:	V07 LATCHING & SECURITY		
Additional Symptom:			
Fix:	Causal Component :		LTCH RR DR R -- RPL
Condition Code:			

Region Code: W3

Region Name: Phoenix

DTCs:

KOEO:
KOEC:
KOER:

Comments :

CONCER 06/13/2014 06:00PM

RT. REAR DOOR FLEW OPEN

TECH/C 06/13/2014 06:00PM

DOOR LATCH INOP DOOR WILL NOT CLOSE. HAVE TO REPLACE DOOR LATCH

From: [REDACTED]
Sent: Friday, August 29, 2014 2:52 PM
To: [REDACTED]
Subject: FW: Report Summary for the CQIS Report#EG3LL003 (Fiesta Latch)

Interesting CQIS report ...

[REDACTED]

From: [REDACTED].)
Sent: Friday, August 29, 2014 2:50 PM
To: [REDACTED]
Subject: Report Summary for the CQIS Report#EG3LL003

Attachments : 0

Report# :	EG3LL003 FCSDFS	Received:	07/29/2014
CCRG/EPRC:		Reviewed Status:	Date:
Vehicle:	2012,FIESTA (NA) ,S ,4 DOOR ,SEDAN ,3FADP4AJ3CM [REDACTED]	Build Date:	01/31/2012
Odometer :	63,477 M	Engine:	1.6L SIGMA
Transmission:	5SP IB5	Axle:	Calibration: CCH2A10A
Dealer:	USA 05439 Fiesta Ford, Inc.	Phone#:	760-772-8000
City:	Indio	State:	California
Country :		Country :	USA
Originator:			
Symptom:	8 81 2 45 SAFE/SEC,LATCHES/LOCKS ,DOOR,MANUAL FUNCT		
Status:			
VFG:	V07 LATCHING & SECURITY		
Additional Symptom:	MECHANICAL DOOR LATCH FAILURE		
Fix:	Causal Component :		
Condition Code:			

Region Code: W1

Region Name: Los Angeles

DTCs:

KOEO:

KOEC:

KOER:

Comments :

OWNER 07/29/2014 02:51PM LARRY WILDE (TOC) MSS - FCSD - REG LOS ANG-SANFR

I AM MAKING THIS REPORT ON BEHALF OF THE SERVICE MANAGER AT FIESTA FORD GARY BOLDIZAR (760-835-6381). THE SERVICE MANAGER IS FILLING OUT GCR REPORTS AS WELL. IT IS POSSIBLE THIS CONCERN IS ISOLATED TO THE EXTREME TEMPERATURES OF THE SOUTHWEST U.S.

TECH/C 07/29/2014 02:51PM LARRY WILDE (TOC) MSS - FCSD - REG LOS ANG-SANFR

WE HAVE SEEN DOZENS OF THIS TYPE OF FAILURE THIS SUMMER. WE HAVE NOT HAD A DOOR LATCH OPEN WHILE DRIVING, BUT YOU GO TO CLOSE THE DOOR AND THE DOOR DOES NOT LATCH, IT JUST BOUNCES BACK OPEN. IT IS FIESTA AND FUSION VEHICLES. THE RIGHT REAR IS THE MOST POPULAR, FOLLOWED BY THE RIGHT FRONT, THEN THE LEFT REAR. THE DRIVER'S DOOR FAILS THE LEAST OFTEN. MOST OF THE FAILURES HAPPENED BELOW 30,000 MILES. IT PEAKED IN LATE JUNE WHEN AMBIENT TEMPS ROSE, THEN SLACKED OFF. HUNDREDS WERE ON BACK ORDER EARLIER THIS SUMMER AND WE WERE GETTING ETA'S OF 3 WEEKS OR LONGER FROM PACO. I CAN FORWARD YOU A TON OF CAC CONTACTS I OPENED ASKING FOR RENTAL ASSISTANCE OR THE VIN'S. I ONLY WORRIED ABOUT WARRANTY CUSTOMERS WHO RAN UP BIG RENTAL BILLS.

From: B [REDACTED]
Sent: Wednesday, July 23, 2014 11:05 AM
To: [REDACTED]
Subject: FW: resin

Confirmed same resin used.
Bob

From: [REDACTED]
Sent: Wednesday, July 23, 2014 11:03 AM
[REDACTED]
Subject: RE: resin

Yes Bob it is the same Celcon M90.

From: [REDACTED]
Sent: Wednesday, July 23, 2014 9:53 AM
[REDACTED]
Subject: resin

Can you confirm the resin used on our C1A striker guides.
Ford is asking if we use the same as Keykert.
"Keykert currently uses Intec and Celcon M90 for their resin"

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From: [REDACTED]
Sent: Wednesday, July 30, 2014 6:06 PM
To: [REDACTED]
[REDACTED]
Attachments: 2010-14 Fiesta-Fusion-MKZ Volumes by Dealer Code, Zip Code, Paint Color.xlsx

[REDACTED] – Here is the updated file. Is this what you need?

From: [REDACTED]
Sent: Wednesday, July 30, 2014 4:29 PM
To: [REDACTED]
Subject: RE: Sales Volumes By State

SO and QR are included in the attached. YC and BJ are not available as AWS input filters (I don't know why) ...

[REDACTED]
Body Exterior Current Model Quality
[REDACTED]

From: [REDACTED]
Sent: Wednesday, July 30, 2014 9:37 AM
To: [REDACTED]
Subject: RE: Sales Volumes By State

Paul – I'm sorry but if it is not too much trouble could you add the 4 Mexico states/provinces listed below?
YC
SO
BJ
QR

Thank you -- Bradley Mullen | Site STA Engineer | Ford Motor Company | 313-806-5018 | bmullen9@ford.com

From: [REDACTED]
Sent: Wednesday, July 30, 2014 9:04 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Sales Volumes By State

Hey Paul – Can I get an update for this run? Thx-BTM

From: [REDACTED]
Sent: Friday, June 13, 2014 3:47 PM
To: [REDACTED]
Subject: RE: Sales Volumes By State

Paint color is added to the attached

Paul Hurley
Body Exterior Current Model Quality

(██████████)

██████████ (T.)

Sent: Thursday, June 12, 2014 7:14 PM

To: ██████████

Subject: RE: Sales Volumes By State

Hey ██████ – Is paint color a reportable field in AWS. We have strong correlation with high recorded temperature and solar radiance index GHI interaction. If we include color we expect even better. Thx. - BTM

From: ██████████

Sent: Wednesday, April 30, 2014 7:45 AM

To: ██████████

Subject: RE: Sales Volumes By State

Zip Code breakdown attached ...

██████████

Body Exterior Current Model Quality

(██████████)

From: ██████████

Sent: Tuesday, April 29, 2014 4:21 PM

To: ██████████

Subject: RE: Sales Volumes By State

AWS is down ... I think there may be a zip code option, I'll check when it comes back up

██████████

Body Exterior Current Model Quality

(██████████)

From: ██████████.)

Sent: Tuesday, April 29, 2014 2:00 PM

To: ██████████

Subject: RE: Sales Volumes By State

Are there any other geographical locator fields available; County, City, Zip or Area Code? Thx. – BTM

From: ██████████)

Sent: Thursday, April 17, 2014 3:17 PM

To: ██████████

Subject: RE: Sales Volumes By State

Attached file is similar to the others with a breakdown by Sell Dealer Code for those states (I don't have any further information on the dealer codes) ...

██████████

Body Exterior Current Model Quality

(██████████)

From: Mullen, Bradley (T.)
Sent: Thursday, April 17, 2014 12:31 PM
To: Hurley, Paul (P.D.)
Subject: RE: Sales Volumes By State

Hey Paul – That worked well. Thanks. How far can it be drilled down to? Can the sales volume be pulled for each dealer for the Fiesta, Fusion and MKZ? We only need it for 6 states (AZ, CA, FL, NM, NV & TX) but if it is easier to for all states I can filter. Thx. – BTM.

From: [REDACTED]
Sent: Thursday, April 10, 2014 4:22 PM
To: [REDACTED]
Subject: RE: Sales Volumes By State

Attached includes US, Canada, Mexico, Brazil, Argentina, Colombia (98% of all Fusion-MKZ-Fiesta sales 2010-14).

The file is similar to the previous US file ... country, vehicle and assembly plant can be selected at the top. If there is no information on dealer state the state is listed as *.

[REDACTED]
Body Exterior Current Model Quality
[REDACTED]

From: [REDACTED]
Sent: Thursday, April 10, 2014 2:13 PM
To: [REDACTED]
Subject: RE: Sales Volumes By State

Hey Paul - Is Mexico considered part of North America in AWS? Could I get the same run for volumes in Mexico?

From: [REDACTED]
Sent: Wednesday, March 26, 2014 12:08 PM
To: [REDACTED]
Subject: RE: Sales Volumes By State

Thank you.

From: [REDACTED]
Sent: Wednesday, March 26, 2014 7:41 AM
To: [REDACTED] (T.)
Cc: [REDACTED].)
Subject: RE: Sales Volumes By State

Attached has 2010-14 ...

[REDACTED]
Body Exterior Current Model Quality
[REDACTED]

From: [REDACTED]
Sent: Tuesday, March 25, 2014 5:02 PM
To: [REDACTED]
Cc: [REDACTED].)
Subject: RE: Sales Volumes By State

█
Thank very much. It that worked very well. If it is not an inconvenience could I get model years 2010 and 2011 as well?

Thank you -- Bradley Mullen | Site STA Engineer | Ford Motor Company | 313-806-5018 | bmullen9@ford.com

From: █
Sent: Monday, March 24, 2014 5:16 PM
To: █
█
Subject: RE: Sales Volumes By State

Attached has 2012-14 AWS vehicle volumes by state ... vehicle can be selected at the top.

█
Body Exterior Current Model Quality

█
From: █
Sent: Monday, March 24, 2014 4:46 PM
To: █
█
Subject: RE: Sales Volumes By State

Any progress? Thx.

From: █
Sent: Wednesday, March 19, 2014 2:04 PM
To: █
█
Subject: Sales Volumes By State

Fiesta, Fusion, MKZ

Warranty Return Kiekert Investigation

Do you know how to provide these #s for 2012, 2013, and 2014?

█
NA PD VFG Quality Supervisor
Ford Body Exterior Quarterback
█

Vehicle Line AWS	BB - FIESTA (B299)
Assembly Plant [AAG]	(All)
Sell Dealer State	AZ - ARIZONA
Sell Dealer Code	(All)
Color Paint	(All)

Sum of VEHICLES Row Labels	Column Labels					Grand Total
	2011	2012	2013	2014		
85014	86	77	85	147		395
85023	131	91	54	95		371
85119	25	23	43	38		129
85122	7	24	15	33		79
85204	75	52	72	89		288
85226	52	79	93	85		309
85257	39	42	48	58		187
85260	61	30	29	42		162
85297	44	61	103	94		302
85301	105	84	101	129		419
85326	5	10	12	11		38
85338	62	48	46	47		203
85344	6	3	3	2		14
85365	36	18	23	35		112
85382	102	108	143	221		574
85390	6	7	13	5		31
85501	2	3	2	2		9
85541	5	1				6
85552	5	3		3		11
85614	15	7	14	19		55
85621	10	5	10	22		47
85635	14	13	26	57		110
85705	61	43	59	59		222
85711	67	41	44	52		204
85901	20	15	26	26		87
86001	3	5	6	9		23
86025	3	4	4	5		16
86040	9	7	68	133		217
86047	4	2	12	22		40
86305	19	13	7	7		46
86322	3			2		5
86401	18	13	17	24		72
86403	11	4	15	9		39
856237000	7	6	1	5		19
Grand Total	1118	942	1194	1587		4841

From: [REDACTED]
Sent: Wednesday, July 30, 2014 9:04 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Sales Volumes By State
Attachments: 2010-14 Fiesta-Fusion-MKZ Volumes by Dealer Code, Zip Code, Paint Color.xlsx

Hey [REDACTED] – Can I get an update for this run? Thx-BTM

From: [REDACTED]
Sent: Friday, June 13, 2014 3:47 PM
To: [REDACTED]
Subject: RE: Sales Volumes By State

Paint color is added to the attached

[REDACTED]
Body Exterior Current Model Quality

From: [REDACTED]
Sent: Thursday, June 12, 2014 7:14 PM
To: [REDACTED]
Subject: RE: Sales Volumes By State

Hey Paul – Is paint color a reportable field in AWS. We have strong correlation with high recorded temperature and solar radiance index GHI interaction. If we include color we expect even better. Thx. - BTM

From: [REDACTED]
Sent: Wednesday, April 30, 2014 7:45 AM
To: [REDACTED]
Subject: RE: Sales Volumes By State

Zip Code breakdown attached ...

[REDACTED]
Body Exterior Current Model Quality

From: [REDACTED]
Sent: Tuesday, April 29, 2014 4:21 PM
To: [REDACTED]
Subject: RE: Sales Volumes By State

AWS is down ... I think there may be a zip code option, I'll check when it comes back up

[REDACTED]
Body Exterior Current Model Quality

From: [REDACTED]
Sent: Tuesday, April 29, 2014 2:00 PM
To: [REDACTED]
Subject: RE: Sales Volumes By State

Are there any other geographical locater fields available; County, City, Zip or Area Code? Thx. – BTM

From: [REDACTED]
Sent: Thursday, April 17, 2014 3:17 PM
To: [REDACTED])
Subject: RE: Sales Volumes By State

Attached file is similar to the others with a breakdown by Sell Dealer Code for those states (I don't have any further information on the dealer codes) ...

[REDACTED]
Body Exterior Current Model Quality
[REDACTED]

From: [REDACTED]
Sent: Thursday, April 17, 2014 12:31 PM
To: [REDACTED]
Subject: RE: Sales Volumes By State

Hey Paul – That worked well. Thanks. How far can it be drilled down to? Can the sales volume be pulled for each dealer for the Fiesta, Fusion and MKZ? We only need it for 6 states (AZ, CA, FL, NM, NV & TX) but if it is easier to for all states I can filter. Thx. – BTM.

From: [REDACTED]
Sent: Thursday, April 10, 2014 4:22 PM
To: [REDACTED].)
Subject: RE: Sales Volumes By State

Attached includes US, Canada, Mexico, Brazil, Argentina, Colombia (98% of all Fusion-MKZ-Fiesta sales 2010-14).

The file is similar to the previous US file ... country, vehicle and assembly plant can be selected at the top. If there is no information on dealer state the state is listed as *.

[REDACTED]
Body Exterior Current Model Quality
[REDACTED]

From: [REDACTED]
Sent: Thursday, April 10, 2014 2:13 PM
To: [REDACTED]
Subject: RE: Sales Volumes By State

Hey Paul - Is Mexico considered part of North America in AWS? Could I get the same run for volumes in Mexico?

From: [REDACTED]
Sent: Wednesday, March 26, 2014 12:08 PM
To: [REDACTED]
Subject: RE: Sales Volumes By State

Thank you.

From: [REDACTED]
Sent: Wednesday, March 26, 2014 7:41 AM
To: [REDACTED]
[REDACTED]
Subject: RE: Sales Volumes By State

Attached has 2010-14 ...

[REDACTED]
[Body Exterior Current Model Quality](#)

From: [REDACTED]
Sent: Tuesday, March 25, 2014 5:02 PM
To: [REDACTED]
[REDACTED]
Subject: RE: Sales Volumes By State

Paul,
Thank very much. It that worked very well. If it is not an inconvenience could I get model years 2010 and 2011 as well?

[Thank you -- Bradley Mullen | Site STA Engineer | Ford Motor Company | \[REDACTED\]](#)

From: [REDACTED].)
Sent: Monday, March 24, 2014 5:16 PM
To: [REDACTED]
[REDACTED]
Subject: RE: Sales Volumes By State

Attached has 2012-14 AWS vehicle volumes by state ... vehicle can be selected at the top.

[REDACTED]
[Body Exterior Current Model Quality](#)

[REDACTED].T.)
Sent: Monday, March 24, 2014 4:46 PM
To: [REDACTED]
[REDACTED]
Subject: RE: Sales Volumes By State

Any progress? Thx.

From: [REDACTED]
Sent: Wednesday, March 19, 2014 2:04 PM
To: [REDACTED]
[REDACTED]
Subject: Sales Volumes By State

Fiesta, Fusion, MKZ

Warranty Return Kiekert Investigation

Do you know how to provide these #s for 2012, 2013, and 2014?

[REDACTED]
NA PD VFG Quality Supervisor
Ford Body Exterior Quarterback
Ph: [REDACTED]

Vehicle Line AWS	BB - FIESTA (B299)
Assembly Plant [AAG]	(All)
Sell Dealer State	AZ - ARIZONA
Sell Dealer Code	(All)
Color Paint	(All)

Sum of VEHICLES	Column Labels					
Row Labels	2011	2012	2013	2014	Grand Total	
85014	86	77	85	139	387	
85023	131	91	54	96	372	
85119	25	23	43	38	129	
85122	7	24	15	33	79	
85204	75	52	72	89	288	
85226	52	79	93	84	308	
85257	39	42	48	58	187	
85260	61	30	29	42	162	
85297	44	61	103	94	302	
85301	105	84	101	129	419	
85326	5	10	12	10	37	
85338	62	48	46	45	201	
85344	6	3	3	2	14	
85365	36	18	23	35	112	
85382	102	108	143	226	579	
85390	6	7	13	5	31	
85501	2	3	2	3	10	
85541	5	1			6	
85552	5	3		3	11	
85614	15	7	14	18	54	
85621	10	5	10	22	47	
85635	14	13	26	58	111	
85705	61	43	59	56	219	
85711	67	41	44	54	206	
85901	20	15	26	26	87	
86001	3	5	6	8	22	
86025	3	4	4	5	16	
86040	9	7	68	144	228	
86047	4	2	12	22	40	
86305	19	13	7	8	47	
86322	3			1	4	
86401	18	13	17	24	72	
86403	11	4	15	10	40	
856237000	7	6	1	5	19	
Grand Total	1118	942	1194	1592	4846	

From: Bonnici, Jerry (J.P.)
Sent: Friday, August 29, 2014 12:42 PM
To: Christensen, Kris (K.S.)
Subject: FW: VINS - Fiesta latching

FYI – I asked Kosta again about the “vintage” of the 5 latches Dave M brought up. Here is the note string about them & none are for “door came open”

From: [REDACTED]
Sent: Friday, August 29, 2014 12:38 PM
To: [REDACTED]
Subject: FW: VINS

*Do not go where the path may lead, go instead
where there is no path and leave a trail. -Ralph Waldo Emerson*

Kosta Papanikolaou
Technical Specialist -Latching Body Hardware
Body Engineering

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Friday, July 25, 2014 4:05 PM
To: [REDACTED]
Subject: RE: VINS

1FAHP3F24CL [REDACTED]

No door-related reports found

3FAFP4AJ5DM [REDACTED]

STANDING REAR DOOR DOES NOT LOCK

Tech Comments: REV. LA UNIT BEING Q STANDING REAR DOOR DOES NOT LOCK BY THE Q PROCEEDED TO TAKE APART DOOR AND LOOK OVER CONTINUITY WITH MULTIMETER DIGI SO DETECTING INTERNAL PLATE PROBLEMS ACTUATOR BY THE Q PROCEEDED TO RZAR PLATES ACTUATOR TO CORRECT; THE PROBLEMS.

3FAFPAJ1DM [REDACTED]

VIN not found

3FAOR4EJ5CM [REDACTED]

VIN not found

1FAHP3H23CL [REDACTED]

RV. - DOORS RIGHT SIDE DO NOT LOCK Tech Comments: REV.LA UNIT ENCONTRNADO Q REAR DOOR AND FRONT OF RIGHT SIDE DO NOT CLOSE, BY THE Q PROCEEDED TO TO THEIR REVISION DESTAPIZARON DOORS DETECTNADO INTERNAL PROBLEMS IN ACTUATORS OF PTAS BY LOQ PROC.A RZAR ACTUATORS FOR CORREG.CON REP.ATD EGGF2002 GRANTS POLICY OF BY DEFAULT FROM THE MATERIAL CRC.

From: [REDACTED]
Sent: Friday, July 25, 2014 3:52 PM
To: [REDACTED]
Subject: VINS

Here are what I think they are. The writing is not clear to me in all cases but...

1FAHP3F24CL [REDACTED]

3FAFP4AJ5DM [REDACTED]

3FAFPAJ1DM [REDACTED]

3FAOR4EJ5CM [REDACTED]

1FAHP3H23CL [REDACTED]

Do not go where the path may lead, go instead where there is no path and leave a trail. - Ralph Waldo Emerson

Kosta Papanikolaou

Technical Specialist -Latching Body Hardware

Body Engineering

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Tuesday, August 19, 2014 1:48 PM
To: [REDACTED]
Subject: FW: C1A B299/CD391 Pawl Post CCRG Issue

Slide 37 Note is what we discussed, I am still going through it addressing the others, I added the color normalized graph I created back at the end of June.

Thanks,

[REDACTED]
STA – Latches/Door Systems

From: [REDACTED]
Sent: Monday, August 18, 2014 1:02 PM
To: [REDACTED]
Subject: RE: C1A B299/CD391 Pawl Post CCRG Issue

[REDACTED]

I reviewed the presentation and it does make sense. I do have the following comments:

- On slide 19 a statement is made “Temperature is **not** the factor as they are failing hot”. Should the statement read “Temperature is a factor as they are failing hot.”?
- Many of the slides with data and pictures have no key message/conclusion associated with the appropriate slide. Message/conclusion lines on a slide better communicate the intent of the slide.
- Slide 28 – Picture is not clear. Either replace with a better picture or remove slide all together.
- Slide 35 – Is the “Specific Cavity Study” slide for the failed parts? If yes, then include “for the failed parts” in title. If no, then what is the intent of the slide (seems redundant).
- Slide 37 – The arrow for “Significant Drops in Claims 2014 MY” and the arrow for “Spring Change” coincide with one another, giving the illusion that the events occurred at the same time. Though your note clearly states otherwise. I think moving of the arrows apart would help in eliminating the illusion.
- Slide 49 seem to be a duplication to earlier slide 42. Are both slides needed or will one suffice?
- Slides 67 - 77 – There should be some sort of conclusion or inference statement on the FEA Analysis slides from Keykert. Also, is there an intent to include the Brose FEA analysis to understand why Brose parts are not failing?
- There are several elements of the Excel tracking document that could be included into the presentation, like microscopic analysis of the as molded parts.
- I am assuming that you will include the Fiesta temperature data once you get it.

Otherwise the presentation looks good. Thanks.

[REDACTED]
Direct Ph: [REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, July 28, 2014 8:58 AM
To: [REDACTED]
Subject: FW: Curves for Hostaform
Attachments: Hostaform Detailed Publication for POM.pdf

Matt is looking at page 30, figure 47. I think more useful is probably figure 3, on page9.

*Do not go where the path may lead, go instead
where there is no path and leave a trail. -Ralph Waldo Emerson*

[REDACTED]
Technical Specialist -Latching Body Hardware
Body Engineering

[REDACTED] M.J.)
Sent: Tuesday, July 22, 2014 2:59 PM
To: [REDACTED].)
Subject: RE: Curves for Hostaform

Attached, I think if I recall correctly 9021 was the relevant resin translated.

Thanks,
[REDACTED]
STA – Latches/Door Systems

From: [REDACTED]
Sent: Tuesday, July 22, 2014 2:34 PM
To: [REDACTED]
Subject: Curves for Hostaform

[REDACTED],
Can you send me that document we reviewed that had the curves for Hostaform?

*Do not go where the path may lead, go instead where there is no path and leave a
trail. -Ralph Waldo Emerson*

[REDACTED]
Technical Specialist -Latching Body Hardware
Body Engineering

Hostaform®

Polyoxymethylene Copolymer (POM)



- easy to process
- high toughness (down to -40°C)
- high rigidity
- very high thermal and ageing resistance
- resistance to alkalis and hydrolysis

Hostaform® *Polyoxymethylene Copolymer (POM)*

Ticona

PE14-028 000210

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1. Introduction

Hostaform is the trade name for the European Ticona range of acetal copolymers. The base polymer has a linear structure and high crystallinity, which explain its good physical properties. Its chemical structure – molecular chains incorporating randomly distributed comonomer units – gives it high stability to thermal and oxidative degradation. The base polymer is characterized by:

- high toughness (down to -40°C)
- high hardness
- high rigidity
- very good heat deflection resistance
- good electrical and dielectric properties
- good chemical resistance, eg to

- solvents
- fuels
- strong alkalis
- zinc (galvanized steel sheet)

- no environmental stress cracking
- high resilience
- good slip properties
- high dimensional stability
- straightforward processability.

The spectrum of properties exhibited by the base polymer can be modified in many different ways with suitable additives. Mainly the Hostaform product portfolio can be divided up into the following product groups:

- basic grades
- easyflowing basic grades
- extrusion grades
- glass fibre/glass sphere reinforced grades
- grades with improved slip properties
- high impact grades
- grades with improved media resistance
- electrically conductive grades
- emission optimized grades
- grades for medical technology
- UV stabilized grades.

The product portfolio is supplemented by a broad colour range and special colours for laser marking. This brochure aims to provide detailed information on the Hostaform range, the physical and chemical properties of the different grades, processing methods and the diverse applications of this engineering polymer.

2. Grades, supply form, colour range, quality assurance

Hostaform is produced in different grades with various degrees of polymerization. The individual grades differ from one another in their flow behaviour (melt mass-flow rate) and in the type and concentration of additives used. The Hostaform range can be divided into the following groups:

Basic grades	These differ primarily in their melt flow rate and are geared to the requirements of different processing methods and conditions.
Grades with improved slip properties	These are modified with special additives which improve slip properties and/or abrasion resistance.
Reinforced grades	These contain glass fibres or glass spheres and differ from the basic grades – depending on the type of filler – in their higher ultimate tensile strength and/or higher rigidity.
High-impact grades (Hostaform S)	These are blends with elastomers and have a higher impact strength than the basic grades.
Special grades	This group includes all grades which cannot be assigned to one of the above groups.

A survey of the grades currently supplied is given by brief descriptions of the individual grades. For more detailed information on the properties of Hostaform, see attached leaflet.

The basic grades are designated by a letter (C or T) followed by four or five digits, of which the first two or three represent approximately ten times the level of the type-specific melt flow rate MFR 190/2.16 in g/10 min determined according to ISO 1133.

Hostaform S . . . is the designation for elastomer-modified, impact-resistant grades based on Hostaform C 9021 or C 27021. The last digit indicates in each case the level of increased toughness.

The letter suffixes used in the nomenclature of the other grades have the following meanings:

RM:	friction-reducing
M:	with molybdenum disulphide
K:	with special chalk
TF:	with PTFE
G:	with PE-UHMW (GUR®)
AW or SW:	with special additives
GV 1/XX:	based on Hostaform C 13021, with XX% (w/w) glass fibres; exception: GV 1/30, with 26 % glass fibres
GV 3/XX:	based on Hostaform C 13021, with XX% (w/w) glass spheres
EC:	with electrically conductive carbon black and elastomer
AST:	with antistatic finish
Oil Concentrate S:	masterbatch based on Hostaform C 9021, with silicone oil
Colour masterbatches:	based on blend ratio 1:25 or 2:25
LS or WS:	UV-stabilized Hostaform basic grades and high-impact grades
black 10/1570:	special formulation UV-stabilized with carbon black; owing to the carbon black content, melt flow rate and toughness may be slightly lower than the basic grades; not for all grades available .

Depending on the type and content of additive used, the modified grades differ from the Hostaform basic grades not only in terms of the physical properties but also in their resistance to environmental effects. This applies particularly to the Hostaform S grades because of their chemical structure (blends with elastomer components).

Polyoxymethylene Copolymer (POM)

Easyflowing basic grades

C 52021

Extremely easyflowing injection moulding grade for complicated, thin-walled precision parts. Permits processing at reduced melt temperature and hence shorter cycle times compared with other grades.

C 27021

Very easyflowing injection moulding grade for long flow paths, complicated precision parts, thin-walled mouldings and multicavity molds.

C 13021

Easyflowing injection moulding grade for precision parts and thin-walled mouldings.

C 13031

As for C 13021 but with about 10% higher strength, rigidity and hardness over the entire permissible temperature range for Hostaform.

Basic grades

C 9021

Standard injection moulding grade.

C 2521

Stiff flowing. Injection moulding of thick-walled, void-free parts.

M15HP

Unreinforced injection moulding grade with improved impact and strength.

Extrusion grades

M30AE

Stiff-flowing, for extrusion of sheets, rods and hollow profiles.

M10AE

High melt strength, for extrusion of thick walled profiles and rods.

Glass-fiber/glass-sphere-reinforced grades

C 9021 GV 1/10

Injection moulding grade reinforced with 10% (w/w) glass fibers, for parts requiring increased rigidity and hardness.

C 9021 GV 1/20

Injection moulding grade reinforced with 20% (w/w) glass fibers, for parts requiring high rigidity and hardness.

C 9021 GV 1/30

Injection moulding grade reinforced with 26% (w/w) glass fibers, for parts requiring very high strength and rigidity and increased hardness. Reduced thermal expansion and shrinkage, slightly lower toughness (elongation).

C 9021 GV 1/40

Injection moulding grade reinforced with 40% (w/w) glass fibers, for parts requiring especially high rigidity. Elastic modulus approx. 40% higher than for C 9021 GV 1/30 but otherwise similar spectrum of properties.

C 9021 GV 3/10

Injection moulding grade reinforced with 10% glass spheres, for low-warpage parts requiring increased rigidity and hardness.

C 9021 GV 3/20

Injection moulding grade reinforced with 20% glass spheres, for low-warpage parts requiring higher rigidity and hardness.

C 9021 GV 3/30

Injection moulding grade reinforced with 30% glass spheres, for low-warpage, dimensionally stable parts requiring even higher rigidity and hardness.

C 27021 GV 3/30

Easyflowing injection moulding grade reinforced with 30% glass spheres. Low warpage.

Grades with improved slip properties

C 13021 RM

Easyflowing injection moulding grade similar to C 13021. Good low-friction properties in Hostaform/Hostaform sliding combinations, e.g. for smooth running zip fasteners (zippers).

C 13031 K

Injection moulding grade similar to C 13031, modified with special chalk. Good wear properties, increased strength. For unlubricated or once-only lubricant sliding parts.

C 9021 M

Molybdenum disulphide-modified injection moulding grade similar to C 9021, for sliding combinations operating under high pressure loading at low sliding speed. Only slight tendency to stick-slip.

C 9021 K

Injection moulding grade similar to C 9021 but modified with special chalk. Good wear properties. For unlubricated or once-only-lubricated sliding parts.

C 9021 TF

Injection moulding grade based on C 9021, contains PTFE. For sliding combinations with very low coefficient of friction (maintenance-free bearings).

C 9021 G

Injection moulding grade with GUR® (PE-UHMW), for parts under abrasion stress.

C 9021 AW

Injection moulding grade similar to C 9021 but modified with special additives. Good wear properties and low coefficient of friction. This formulation can also be supplied with other basic grades.

C 9021 SW

Injection moulding grade similar to C 9021 but modified with noise-deadening and wear-protecting additives. Extra additives also reduce acoustic vibrations in the finished parts.

C 2521 G

Extrusion grade with GUR® (PE-UHMW), for semi-finished products, sliding and guide elements.

LW15EWX

Slip-modified grade for sliding combinations with PBT, PA, PC, PMMA and steel, with increased toughness/strength level.

LW90EWX

Slip-modified grade for sliding combinations with PBT, PA, PC, PMMA and steel, good weld line strength due to the special wax blend.

LW90BSX

Slip-modified grade for a wide range of tribological applications, including POM/POM pairings, contains silicone oil.

C 9021 GV 1/30 GT

Reinforced with 26% w/w glass fibers and slip-modified.

High-impact grades

S 27063

Easyflowing, elastomer-containing injection moulding grade based on C 27021, with higher impact strength and slightly lower hardness and rigidity than the basic grade. For thin-walled parts requiring high impact energy absorption.

S 27064

Easyflowing injection moulding grade similar to S 27063 but with higher toughness level.

S 27072 WS 10/1570 (black)

Easyflowing injection moulding grade similar to S 27063 but UV-stabilized for exterior applications.

S 9063

Elastomer-containing injection moulding grade based on C 9021, with higher impact strength and slightly lower hardness and rigidity than the basic grade. For parts requiring high impact energy absorption.

S 9064

Similar to S 9063 but with higher elastomer content and hence even higher toughness level.

S 9243

Injection moulding grade with good low-temperature impact strength. For parts requiring high impact energy absorption and excellent weld strength. Flow properties under injection moulding conditions similar to those of S 9063.

S 9244

Similar to S 9243 but even higher toughness level. Flow properties in injection moulding similar to those of S 9064.

Oil Concentrate S

Hostaform C 9021 with 20% (w/w) silicone oil for blending with other Hostaform grades. Improves low-friction and abrasion properties and ejection from the mold. The blend ratio depends on finished part requirements and should preferably be 1:10. At ratios > 2:10, processing problems may arise.

Grades with improved media resistance**C 13031 XF 50/5339**

Yellow-colored grade specially formulated for applications involving contact with fuel, especially hot diesel.

C 13031 XF 10/9022

Black-colored, laser-weldable grade specially formulated for applications involving contact with fuel, especially hot diesel.

EC140XF

Conductive injection moulding grade with improved resistance to fuels, especially hot diesel.

MR 130ACS

Grade with improved resistance to aggressive media and chlorinated water.

Electrically conductive grades**C 9021 ELSX**

Injection moulding grade with addition of conductive carbon black and elastomer. For parts requiring very low electrical resistance. Processing guidelines in section 3.3.

EC270TX

Similar to C 9021 ELSX but with higher toughness level.

C 27021 AST

Similar to C 27021 but antistatic-modified.

Hostaform® XAP®: Advanced Processing

Low-odor injection moulding grades that meet European automotive industry requirements for plastics used in vehicle interiors. In addition to the natural grades C 2521 XAP, C 9021 XAP, C 13021 XAP, C 13031 XAP, C 27021 XAP and C 52021 XAP, many standard and special grades based on C 9021 and C 27021 can be supplied. The colors in C 9021 XAP LS and C 27021 XAP LS are light-stabilized, while in C 9021 XAP AWLS, C 9021 XAP AW, C 9021 XAP TF and C 9021 XAP M, they also contain a special additive to reduce the coefficient of friction. All XAP grades undergo the VDA 275 test as an injection molded sheet and the results are documented in the acceptance test certificate.

Minimal odor values can only be achieved under optimized injection moulding conditions, especially low melt temperatures. More detailed information can be provided by our Technical Service team.

MT® grade range

For medical and pharmaceutical applications, please see section 4.8.2.

Supply form

Hostaform is supplied as opaque white, natural or coloured cylindrical granules or pellets with a particle size of approximately 3 mm (except for Oil Concentrate S). It is normally packed in 25 kg containers (plastic-film bags or multiwall paper bags) but by prior agreement may also be supplied in 500 and 1000 kg containers (especially the basic grades).

Color range

For the Hostaform basic grades, Ticona offers a standard range of 10 colors, which correspond to the RAL colors listed in Table 1. Most of these colors have approval for applications in, for example, the food and drinking water sector (see table 1). These standard colors are supplied as mass-colored pellets or color masterbatches.

Color masterbatches are supplied in two variants and are used to color natural Hostaform grades during processing into mouldings. For this purpose, depending on the particular masterbatch, 25 parts natural pellets to 1 or 2 parts color masterbatch are added. In general, the same colors are obtained as when using mass-colored pellets but no guarantee can be given as

to the completely exact shade, since this depends on processing conditions (sufficient plasticization and homogenization) and the correct mix ratio.

Table 1: Standard colors and approvals (+ compliant, x non-compliant)

RAL Code	Color	FDA	BgVV	KTW
RAL 1003	Signal yellow	+	+	+
RAL 2010	Signal orange	+	+	+
RAL 3001	Signal red	+	+	+
RAL 4008	Signal violet	+	+	+
RAL 5005	Signal blue	+	X	X
RAL 6032	Signal green	+	+	+
RAL 7004	Signal grey	+	X	X
RAL 8002	Signal brown	+	+	+
RAL 9003	Signal white	+	+	+
RAL 9004	Signal black	X	X	X

The nomenclature consists of the Hostaform grade or color masterbatch and the RAL color code, e.g.:

- Hostaform C 9021 RAL 3001 is Hostaform C 9021 in Signal red
- Hostaform C 27021 RAL 6032 is Hostaform C 27021 in Signal green
- Hostaform FK 1:25 RAL 4008 is Masterbatch 1:25 in Signal violet

In addition to these standard colors, a large range of special colors is supplied for different industry sectors such as the automotive industry and industrial engineering. Color formulations tailored to customer specifications can also be provided. In this area, Ticona can draw on long-standing experience over many years. Special colors can also be supplied in UV-stabilized or weathering-resistant formulations. In addition, special colors have been developed that are particularly suitable for laser marking. These colors are listed in table 3, page 68. All colors are cadmium-free.

Where colored moulding materials are to be prepared by the processor from natural Hostaform granules, the pigments employed should be only those which withstand Hostaform processing temperatures without decomposition or color change, and which do not impair the thermal stability of Hostaform. Only by careful selection of colorants is it possible to ensure that the physical properties of Hostaform are not affected to an unacceptable degree. Optimum molded-part properties can only be achieved with original color masterbatches based on Hostaform.

Quality management

Meeting the quality requirements of our customers is a critical activity for Ticona. We constantly pursue and update the certifications needed for this purpose. Our quality management system has been certified to ISO 9000 standards since the early 1990s. In 2003, we built on this foundation by implementing the Global Ticona Integrated Management System (TIMS) for quality, environmental and risk management.

Important certifications include the following standards:

ISO 9001
 ISO 14001
 ISO/TS 16949
 ISO/IEC 17025

Quality Management System Certifications under ISO 9001:2000 and ISO/TS 16949:2002 have now been achieved for all production sites and supporting remote locations of Ticona worldwide. The ISO/TS 16949:2002 standard combines the automotive regulations in Europe of VDA 6.1, EAQF and AVSQ with the requirements of QS-9000 in North America and supersedes all of these. Ticona received the certification for this standard in 2003.

The Ticona Oberhausen site in Germany gained registration under ISO 14001, the Environmental Management System Standard, in 1999. All Ticona facilities in the Americas achieved certification under ISO 14001 in 2002. At Kelsterbach, Germany, registration has been completed 2005.

The appropriate Ticona laboratories are accredited to meet general requirements according to ISO/IEC 17025:2000 for testing and calibration laboratories.

Our www.ticona.com website provides further information under “Company” > “Quality and Certifications”. This information includes the details of business lines and facilities covered and PDF files of all certificates of registration.

3. Physical properties

This section discusses the important characteristic properties of Hostaform and their dependence on temperature and time. These properties were determined largely by standard test methods.

The physical property values of Hostaform are given in a fold-out leaflet, B 264 FB E.

Descriptions of the Hostaform grades and their properties are available on the Ticona homepage www.ticona.com.

The Hostaform basic grades cover a melt volume flow rate range from 0.9 to 39 cm³/10 min and have a density of 1.41 g/cm³. The addition of glass or elastomer lowers the melt flow rate; density is increased in the first case and reduced in the second. Hostaform has low water absorption.

3.1 Mechanical properties

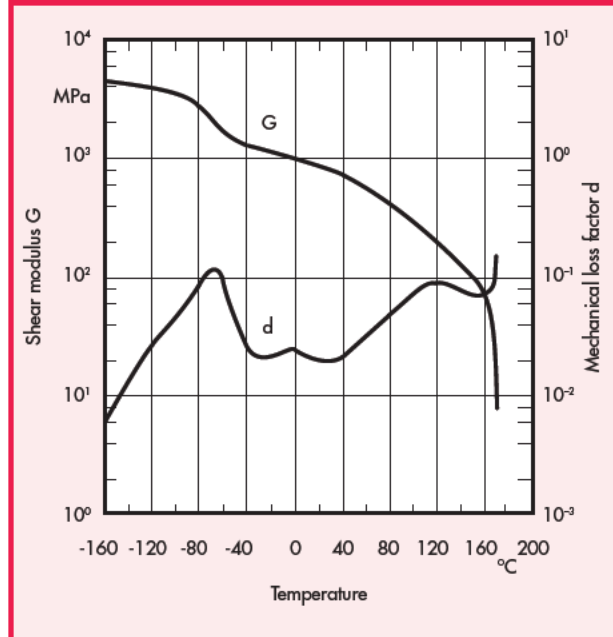
Determination of the properties of plastics by standard test methods yields valuable information for purposes of production control and facilitates preliminary selection of materials by the designer. However, the results of short-time tests are seldom a suitable basis for the dimensioning of structural elements.

Thermoplastics are viscoelastic materials. They exhibit the property known as creep, ie they tend to undergo deformation with time, depending on temperature and stress. After stress removal, depending on the level and duration of stress, a moulded part returns partially or completely to its original shape. The reversible deformation corresponds to the elastic portion and the permanent deformation to the plastic portion. This viscoelastic behavior must be borne in mind when designing moulded parts.

From the above, it follows that the mechanical properties of a plastic are primarily dependent on three important basic parameters: time, temperature and stress. Further important influences are: design, conditions of manufacture and environmental conditions. One important factor which characterizes a plastic is the dependence of shear modulus G on temperature.

The temperature dependency of the shear modulus G and the mechanical loss factor d are shown in fig. 1 for Hostaform C 9021 and in fig. 2 for Hostaform S 9064 and Hostaform S 9244 (see also section 3.2 "Thermal properties").

Fig. 1 · Shear modulus G and mechanical loss factor d of Hostaform C 9021 as a function of temperature; torsional oscillation test DIN 53 445



Polyoxymethylene Copolymer (POM)

The property values determined on test specimens by standard methods are guide values and can be used as a basis for comparing different materials. However they have only limited applicability to finished parts. The strength of a component depends to a great extent on design and hence design strength is the criterion used to assess loadbearing capacity [14, 15].

Other properties measured under short-term stress are the tensile modulus and flexural modulus, both determined according to ISO 527 and ISO 178. These values provide an indication of rigidity and are used not only to characterize plastics but also for strength calculation and the design of moulded parts.

Fig. 2 · Shear modulus G and mechanical loss factor d of Hostaform S 9064 and S 9244 as a function of temperature; torsional oscillation test DIN 53 445

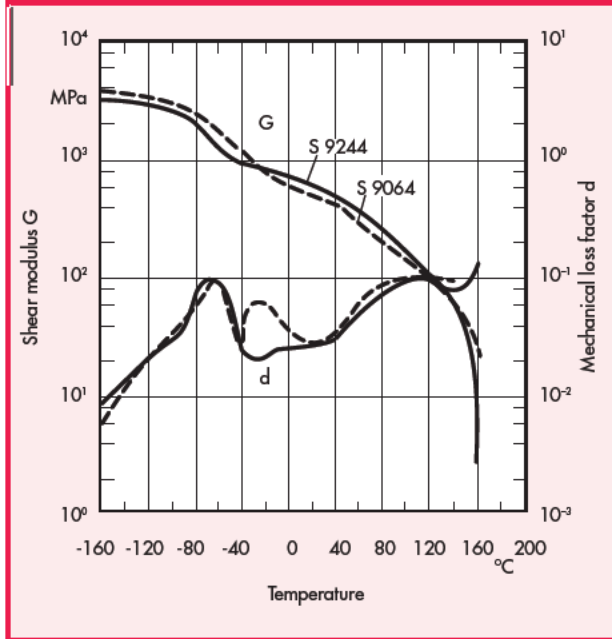
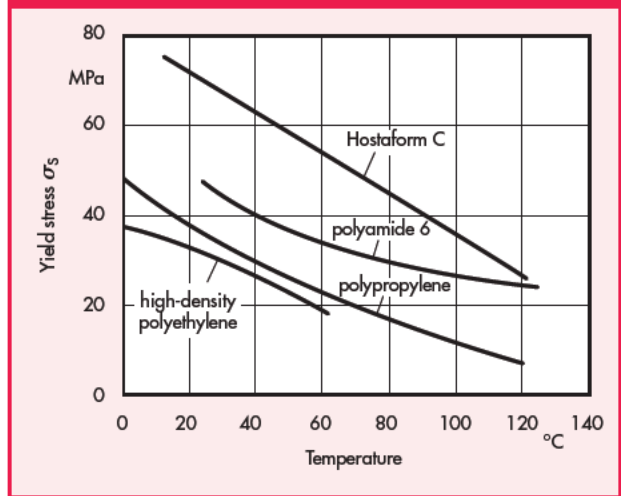


Fig. 3 · Yield stress of various thermoplastics as a function of temperature (deformation rate 12.5 mm/min, test specimen 3 with dimensions in the ratio 1:4, prepared from compression moulded sheet)



3.1.1 Properties under short-term stress

The behaviour of materials under steady, short-term stress can be examined in the tensile test according to ISO 527. This test enables the yield stress, elongation at yield, ultimate tensile strength and elongation at break.

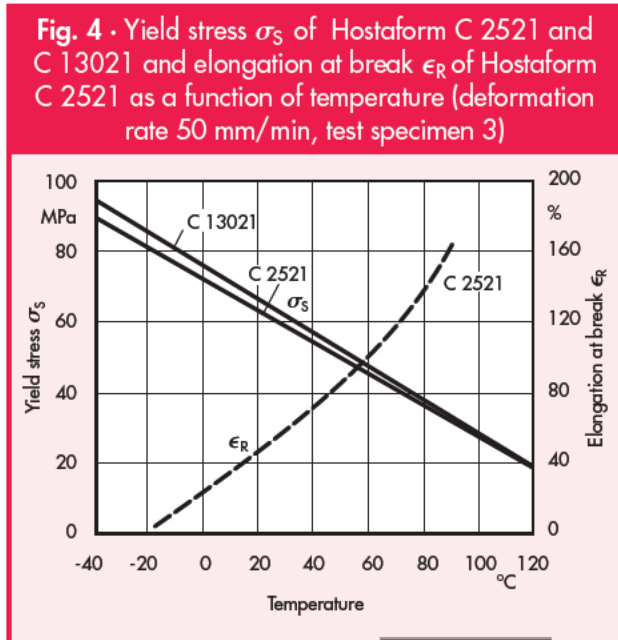
Fig. 3 shows the yield stress of various thermoplastics as a function of temperature. It can be seen that Hostaform C has considerably higher strength than the standard plastics.

Hostaform C has higher rigidity values than the standard polymers and because of its particular spectrum of properties is classed as an engineering plastic.

3.1.1.1 Hostaform basic grades

These have yield stresses of between about 60 and 70 MPa and elongation at break values of between about 15 and 35%. These values are plotted against temperature in fig. 4 for grades C 13021 and C 2521.

The moduli of the Hostaform basic grades are between 2400 and 3100 MPa.



3.1.1.2 Reinforced grades

The glass-fibre-reinforced grades have no yield stress values but only ultimate tensile strength values and corresponding elongation at break values. The ultimate tensile strength values of the glass-fibre-reinforced grades, although varying according to glass fibre content, are significantly higher than those of the basic grades and attain 135 MPa; the elongation at break values on the other hand are lower. Reinforcement with glass fibres also brings a considerable increase in rigidity; moduli of up to 13 000 MPa can be achieved.

Glass spheres used as reinforcing materials increase only the moduli (to 3100 – 3700 MPa). Unlike in reinforcement with glass fibre, ultimate tensile strength values decrease somewhat with increasing glass sphere content. Elongation at break values are also reduced.

3.1.1.3 Hostaform/elastomer blends

With increasing elastomer content, the elongation at break of Hostaform increases considerably. Yield stress and modulus decrease.

3.1.2 Properties under long-term stress

The results of long-term tests carried out under various conditions provide the design engineer with a basis for calculation when designing components subjected to prolonged stress.

The properties of plastics under long-term tensile stress are tested by two basic methods:

- creep rupture test according to ISO 899 (deformation increase in specimen held under constant stress)
- stress relaxation test according to DIN 53 441 (stress decay in specimen held under constant strain).

The first test gives the creep strength, ie the time to rupture of a test bar loaded with a specified stress under defined environmental conditions. These tests are carried out on tensile test bars (uniaxial stress condition) or on pipes (multiaxial stress condition) in air or another medium.

The strain values and creep moduli determined in the creep rupture test under tensile stress also serve as a good approximation for the values to be expected under flexural and compressive stress. To provide a certain safety margin against failure, a strain of 0.5 to 1% is usually allowed for in design calculations.

The deformation of a plastic component is not only time- and temperature-dependent but is also a function of the type of stress. Strictly speaking, separate characteristic values should be determined for each type of stress. However, for deformation $\leq 2\%$, the variation between the characteristic values is negligible so that, for example, the time-dependent compression of a component under compressive stress may be calculated with sufficient accuracy using the flexural creep modulus (determined under flexural stress).

The results of creep tests under uniaxial stress have only limited applicability to the multiaxial stress state.

Fig. 5 shows the creep strength of pipes made from Hostaform C 2521 under internal pressure.

Fig. 5 · Creep strength of pipes made from Hostaform C 2521 (test temperature 20 to 60°C, water inside and outside)

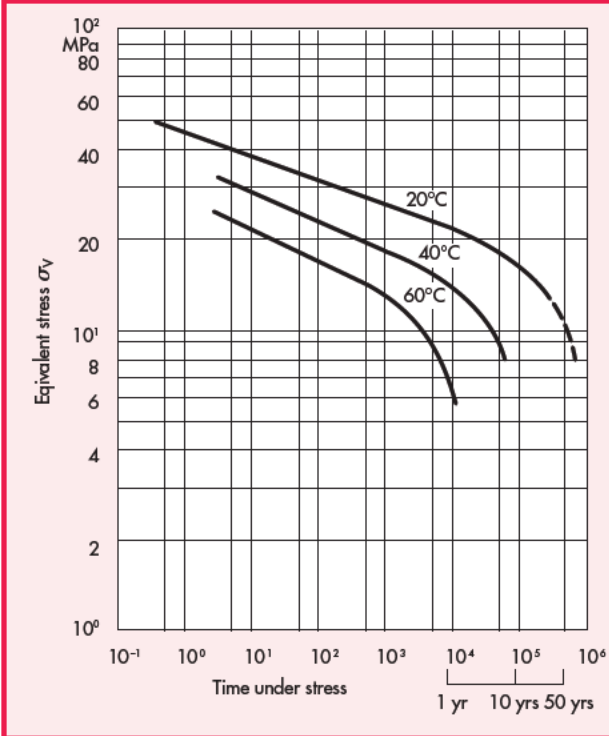


Fig. 6 shows the creep curves (time-strain curves) determined with tensile test bars made from Hostaform C 9021 for various stresses at a test temperature of 23°C in air. By joining the end points of these lines, the failure curve is obtained; this represents the creep strength. For a stress of 10 MPa, for example, and a time under stress of 10 years, a strain of 1.1% is obtained.

Fig. 6 · Time-strain curves (creep curves) for Hostaform C 9021, measured at 23°C (also a good approximation for the other unmodified Hostaform grades)

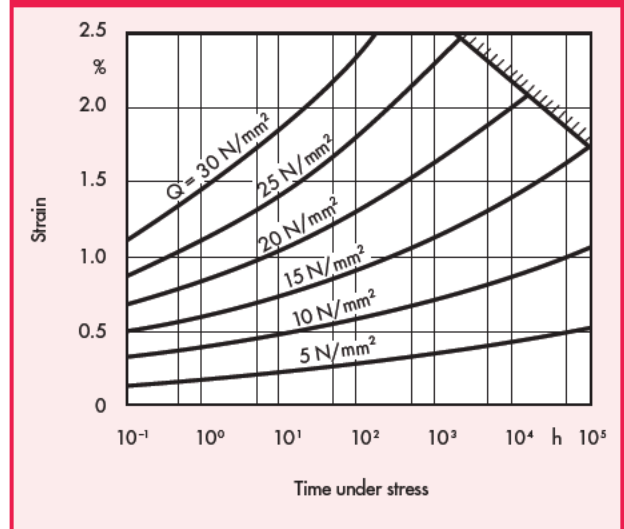
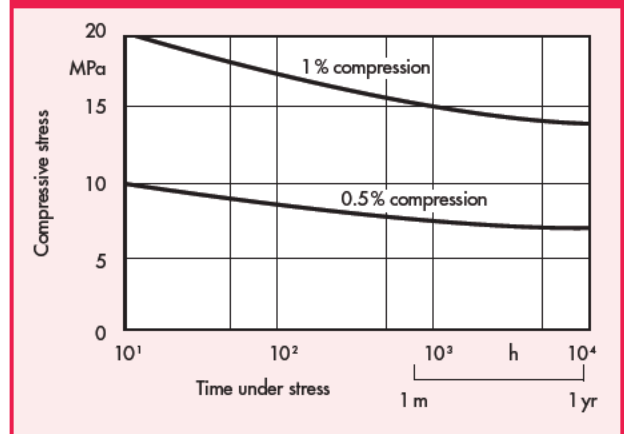


Fig. 7 · Time-compressive stress curve for Hostaform C 9021 at 20°C

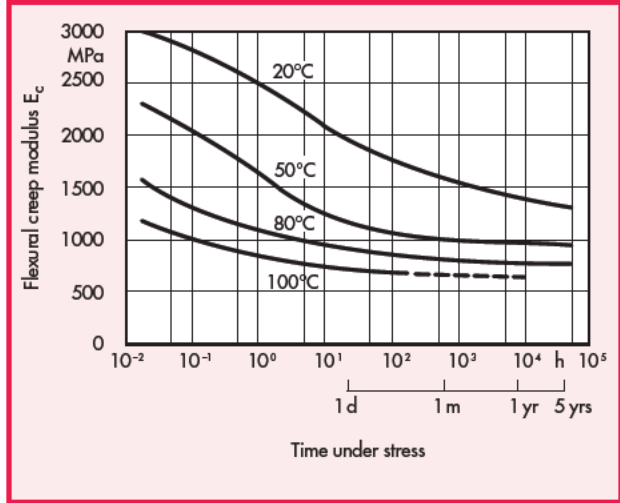


3

Polyoxymethylene Copolymer (POM)

The time-compressive stress curves for Hostaform C 9021 are similar to those for time-tensile stress. By analogy with the time-strain limits, it is possible in this case to speak of time-compression limits. From fig. 7, the permissible compressive stress for a given time under stress and percentage compression may be deduced. For a period under stress of one year and a permissible compression of 0.5%, the continuous compressive stress may amount to 7.5 MPa. With a permissible compression of 1%, 14 MPa would be possible.

Fig. 8 · Flexural creep modulus of Hostaform C 9021 at various temperatures (measured with an outer-fibre stress $\sigma_b = 10$ MPa)



In addition to the information provided by creep tests under tensile stress or internal pressure as described above, knowledge of behaviour under flexural stress is important in designing many structural components. Fig. 8 shows the flexural creep modulus of Hostaform C 9021 as a function of time and temperature.

Fig. 9 shows that the flexural creep modulus of Hostaform C 13031 is about 10% higher than that of Hostaform C 13021 throughout the test period.

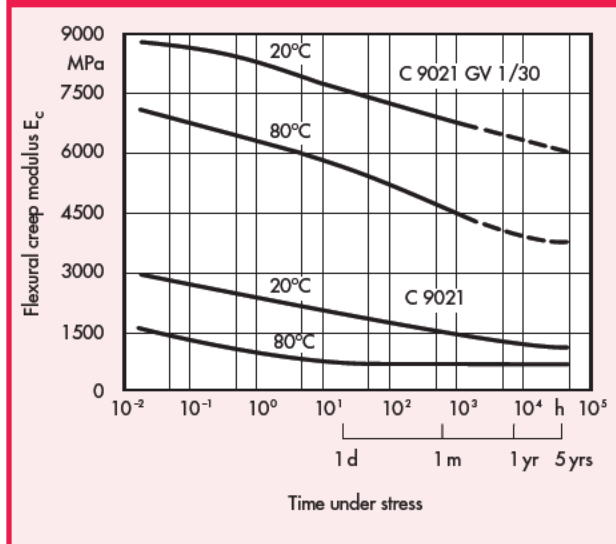
The addition of glass fibres substantially reduces creep, even in the case of rigid thermoplastics. Fig. 10 compares the flexural creep modulus of unreinforced and glass-fibre-reinforced Hostaform.

It can be seen that the flexural creep modulus of glass-fibre-reinforced Hostaform after one year's loading at 80 °C is still higher than the initial flexural creep modulus of unreinforced material at 20 °C.

Fig. 9 · Flexural creep modulus of Hostaform C 13031 (a) and Hostaform C 13021 (b) (test specimen injection moulded, outer-fibre stress $\sigma_b = 10$ MPa, test temperature 23°C)

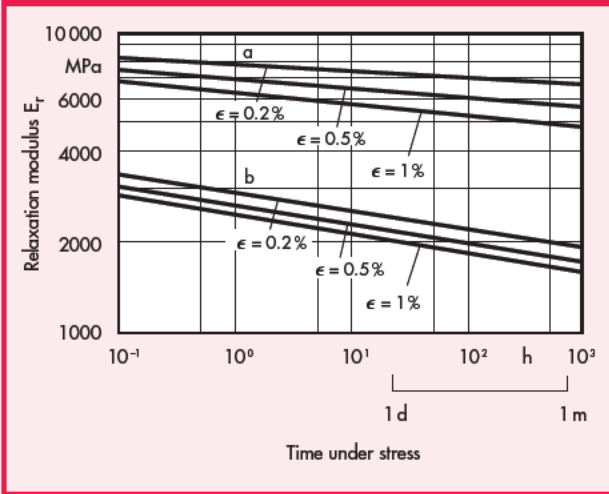


Fig. 10 · Flexural creep modulus of Hostaform C 9021 GV 1/30 and Hostaform C 9021 (outer-fibre stress $\sigma_b = 10$ MPa, test temperatures 20 and 80°C)



The results of stress relaxation tests in accordance with DIN 53 441 are shown in fig. 11. It can be seen that the relaxation moduli of glass-fibre-reinforced Hostaform C 9021 GV 1/30 are markedly higher than those of the unreinforced Hostaform C 9021; moreover, they have a considerably flatter curve. This means that the glass-fibre-reinforced product not only has less tendency to creep than the unreinforced material (as confirmed by the flexural creep test) but also relaxes more slowly.

Fig. 11 · Relaxation modulus E_r of Hostaform C 9021 GV 1/30 (a) and Hostaform C 9021 (b) as a function of time under stress at room temperature



An indication of the creep behaviour of the high-impact Hostaform grades is given in figs. 12 a to 12 d. These show the time-strain curves for Hostaform S 9063, S 9064, S 9243 and S 9244 determined in the creep rupture test under tensile stress (ISO 899) at 23 °C for several stresses.

3.1.3 Properties under impact stress

The toughness of moulded articles made from visco-elastic materials is very much a function of deformation rate as well as being influenced by factors such as design, state of orientation, manufacturing conditions and the service environment, especially temperature. A material which exhibits relatively high extensibility at a low deformation rate, as for example in a conventional tensile test with deformation rates $v_D = 0.1$ to 10% per sec, may fail without elongation in a tensile impact test at deformation rates v_D of, for example, 10 000% per sec and thus appear to be a brittle material.

Like high deformation rates, low temperatures also cause a decrease in toughness.

Notches have the same effect. They create a stress concentration point at the root of the notch (which may be expressed by the notch shape factor a_K [14]). This leads to a reduction in strength, particularly at high deformation rate. Notches should therefore be avoided if at all possible in the design of plastic parts.

Information on the behaviour of plastics at high deformation rates is provided by flexural impact, drop and penetration tests.

3.1.3.1 Hostaform basic grades

The glass transition temperature of the Hostaform base polymer (-60 to -65 °C) is low compared to that of other plastics. This explains its remarkably high-impact strength even at low temperature. The impact strength of the Hostaform basic grades decreases slightly with increasing melt mass-flow-rate (= decreasing molecular weight). This relationship between molecular weight and resistance to impact stress can be discerned in all the test methods used. The easyflowing grades C 9021, C 2521 and T 1020 are therefore suitable for the production of impact-resistant mouldings, provided these have medium to large wall thickness.



Fig. 12 a · Time-strain curves (creep curves) for Hostaform S 9063 natural (test temperature 23°C, measured in air, determined according to ISO 899)

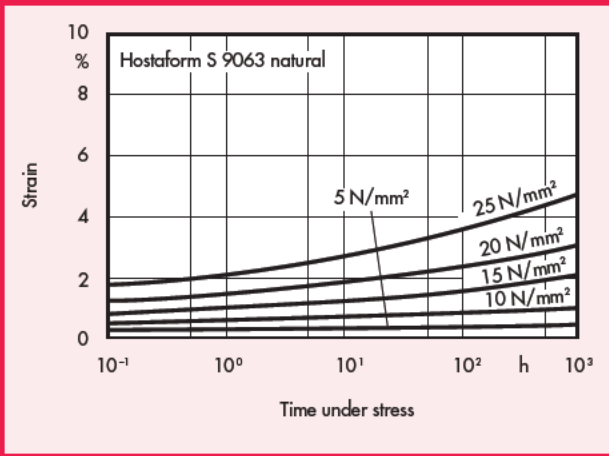


Fig. 12 c · Time-strain curves (creep curves) for Hostaform S 9243 natural (test temperature 23°C, measured in air, determined according to ISO 899)

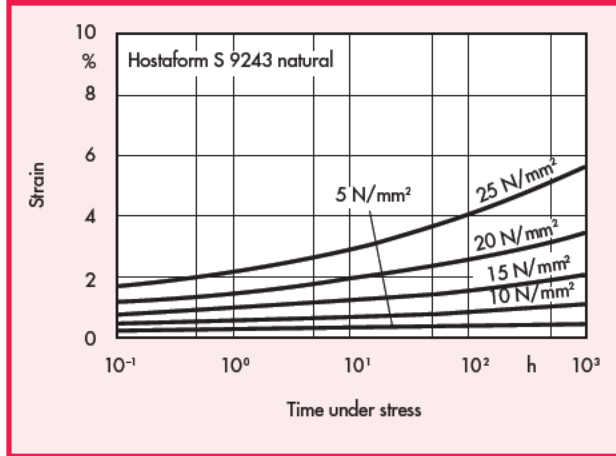


Fig. 12 b · Time-strain curves (creep curves) for Hostaform S 9064 black 10/1570 (test temperature 23°C, measured in air, determined according to ISO 899)

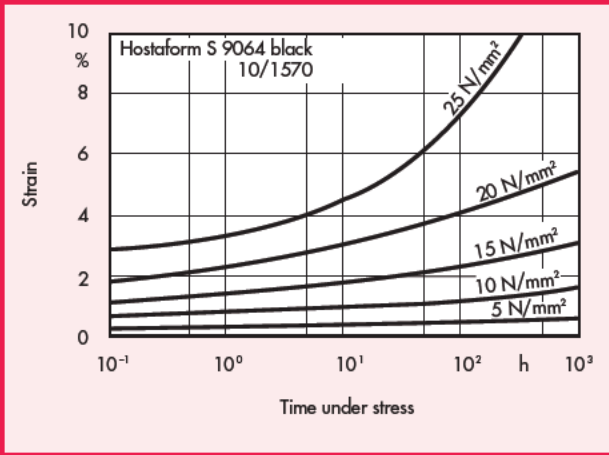
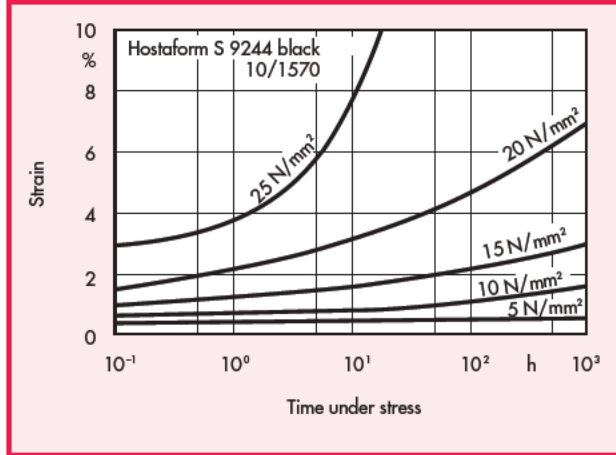


Fig. 12 d · Time-strain curves (creep curves) for Hostaform S 9244 black 10/1570 (test temperature 23°C, measured in air, determined according to ISO 899)



The use of high-molecular-weight grades such as C 2521 for thin-walled parts can lead to orientation of the molecular chains in the flow direction, resulting in mouldings with high internal stresses and anisotropy of mechanical properties. Easier-flowing grades give rise to less oriented, stress-free mouldings with considerably higher toughness than mouldings made from high-molecular-weight grades.

3.1.3.2 Reinforced and filled grades

Incompatible additives have the effect of reducing toughness. This can be attributed to the micronotches introduced into the polymer matrix. As table 1 shows, this applies particularly to the reinforced Hostaform grades but also to C 9021 TF, C 9021 G and C 2521 G; with these grades, there is a marked reduction in impact strength but notched impact strength is also lower. This tendency is also discernible with C 9021 K.

Polyoxymethylene Copolymer (POM)

For the same reason, Hostaform formulated with black 10/1570 also has slightly lower toughness than the corresponding natural grades.

In the case of C 9021 ELSX, EC 270 TX, the loss of toughness associated with the electrically conductive carbon black content is partially offset by incorporating an elastomer component.

In drop tests, the decline in toughness of the reinforced and filled grades as compared with unreinforced grades is less pronounced than in the impact and notched impact strength tests. This is the reason why mouldings produced from these grades have adequate design strength, even under impact stress.

3.1.3.3 Hostaform/elastomer blends

The good toughness of the basic grades can be raised to an even higher level by the addition of suitable elastomers. These grades are therefore blends and are given the name Hostaform S. Their toughness depends on the type and content of elastomer. The last digit of the code designation indicates the level of toughness, ie the higher the last digit, the higher the toughness while at the same time strength, hardness and rigidity decrease. The following figs. provide information on the nature of the improved toughness and the level of increase. In figs. 13 and 15, the S grades are compared with Hostaform C 9021 on the basis of results from penetration tests with electronic data recording. Figs. 13 and 14 show the work to damage, figs. 15 and 16 the deformation, in each case as a function of temperature. The high impact energy absorption capacity and deformability of S 27076 and increased impact strength of S 9244, particularly at low temperature, can be clearly seen.

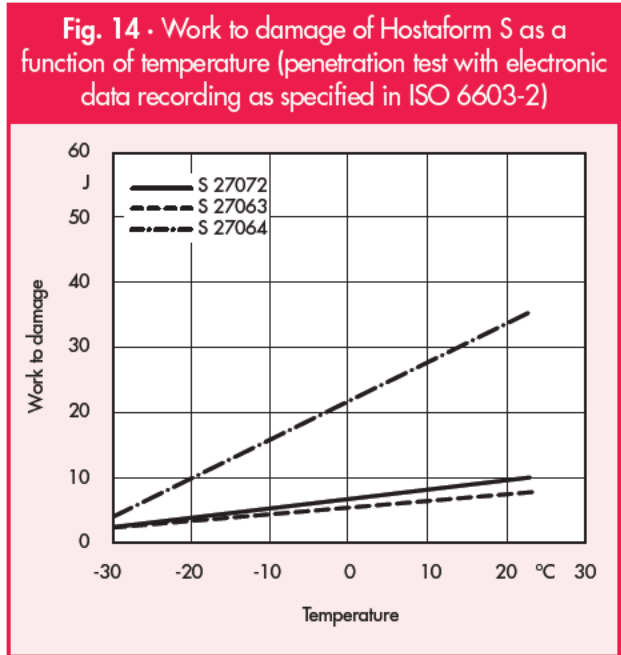
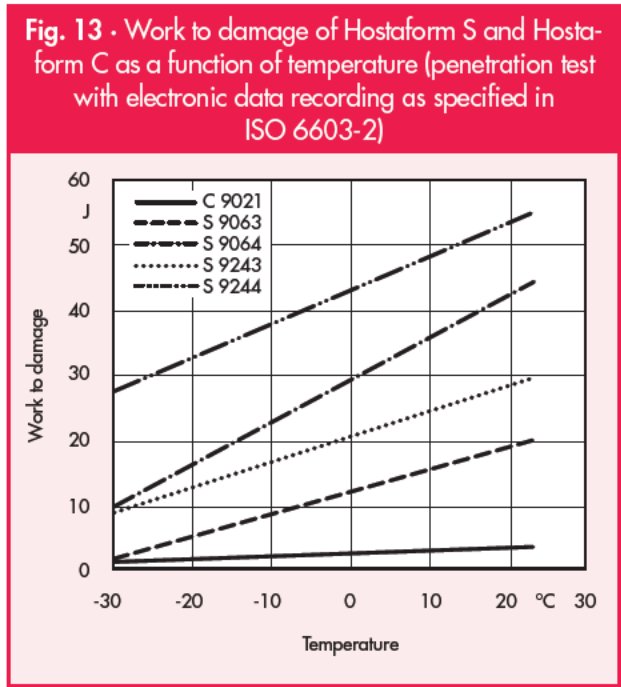


Fig. 15 · Deformation of Hostaform S and Hostaform C as a function of temperature (penetration test with electronic data recording as specified in ISO 6603-2)

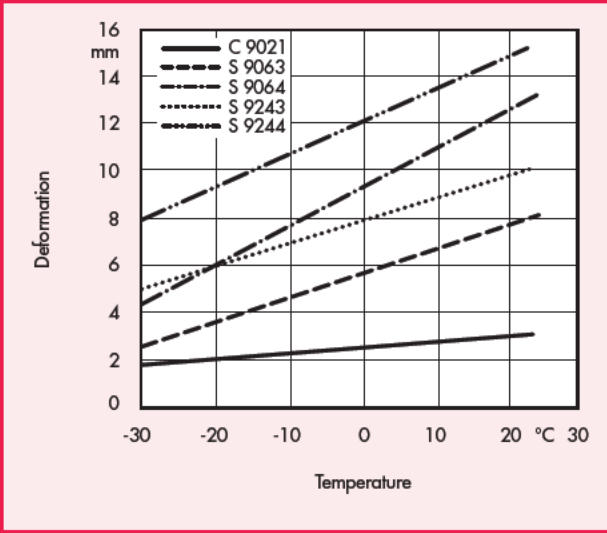


Fig. 17 · Notched impact strength (Charpy) according to ISO 179/1 e A of Hostaform S compared with Hostaform C as a function of temperature

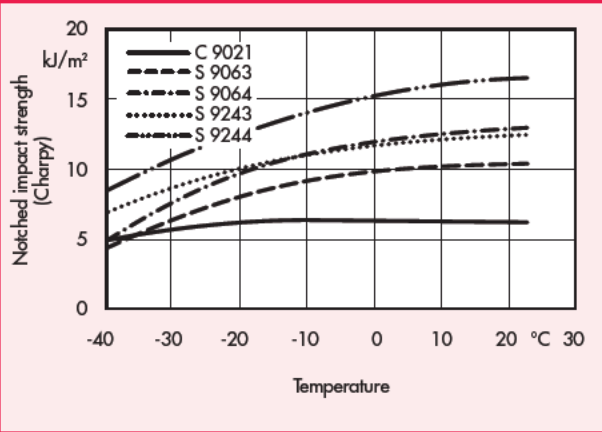


Fig. 16 · Deformation of Hostaform S as a function of temperature (penetration test with electronic data recording as specified in ISO 6603-2)

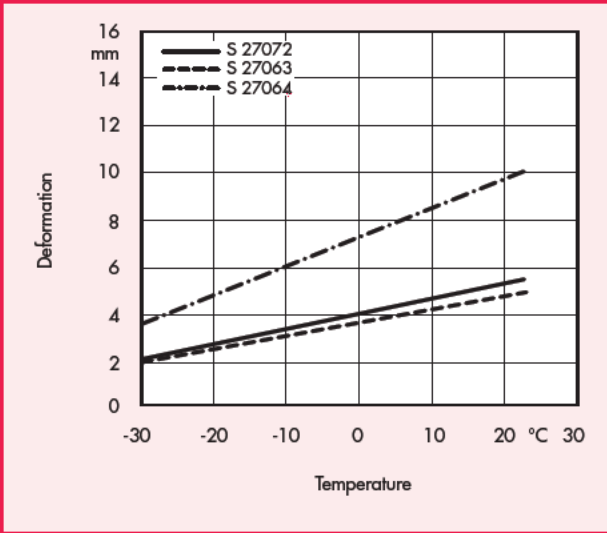
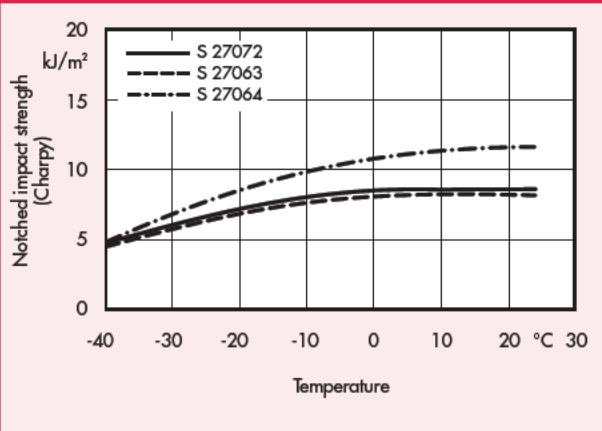


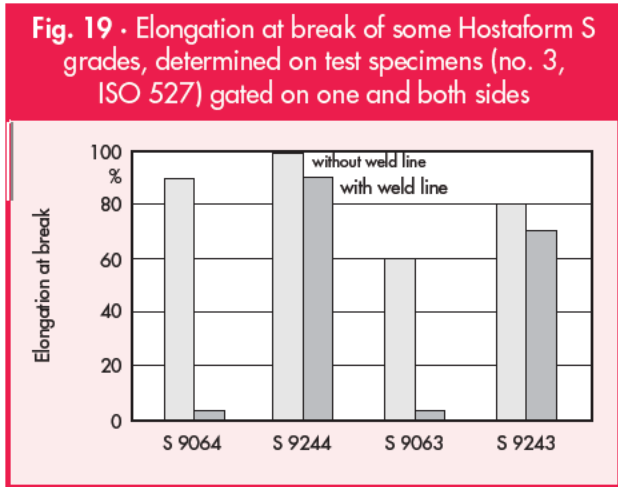
Fig. 18 · Notched impact strength (Charpy) according to ISO 179/1 e A of Hostaform S as a function of temperature



At room temperature, the differentiation evident in table 1 can be seen; at -40 °C, most grades are at the same level while grades S 9243 and S 9244 show significantly better toughness.

Figs. 17 and 18 show the effect of temperature on the notched impact strength of the S grades; fig. 17 makes a comparison with Hostaform C 9021.

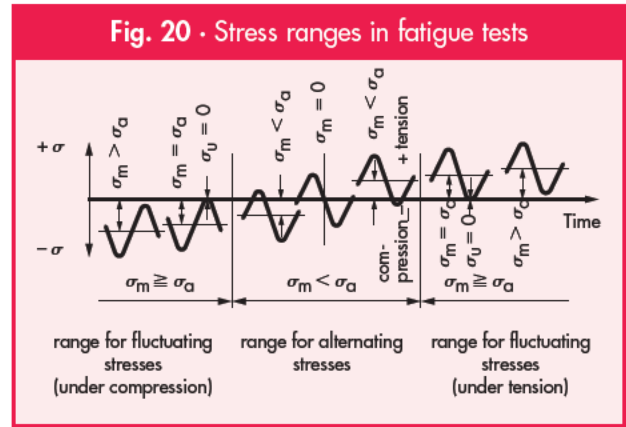
Grades S 9243 and S 9244 have flow properties comparable with those of S 9063 and S 9064 but can be processed without macroscopic phase separation (delamination). In addition they have high weld strength. As can be seen from fig. 19, the elongation at break values of test specimens gated on one and both sides are practically the same.



3.1.4 Properties under cyclic stress

Structural components subject to periodic stress must be designed on the basis of fatigue strength, ie the cyclic stress amplitude σ_a obtained in the fatigue test – at a given mean stress σ_m – which a test specimen withstands without failure over a given number of stress cycles, eg 10^7 , (“Wöhler curve”). The various stress ranges in which tests of this nature are conducted are shown in fig. 20.

For most plastics, the fatigue strength after 10^7 stress cycles is 20 to 30% of the ultimate tensile strength determined in a tensile test. It decreases with increasing temperature and stress cycle frequency, and with the presence of stress concentration peaks in notched components.



In the following figs., Wöhler curves are shown for Hostaform C 9021 (applicable with good approximation to the other basic grades as well) and also for Hostaform C 9021 GV 1/30 (determined in the alternating and fluctuating flexural stress ranges).

The Wöhler curve for tensile/compressive alternating stress is reproduced in fig. 21. According to the diagram, the fatigue strength under tensile/compressive alternating stress for 10^7 stress cycles amounts to $\sigma_w = \pm 20$ MPa.

Fig. 22 shows the behaviour of Hostaform in the fluctuating tensile stress range.

Fig. 21 · Wöhler curve for Hostaform C 9021, determined in the tensile/compressive alternating stress range (test specimen 3 from tensile test ISO 3167; also a good approximation for the other unmodified Hostaform grades)

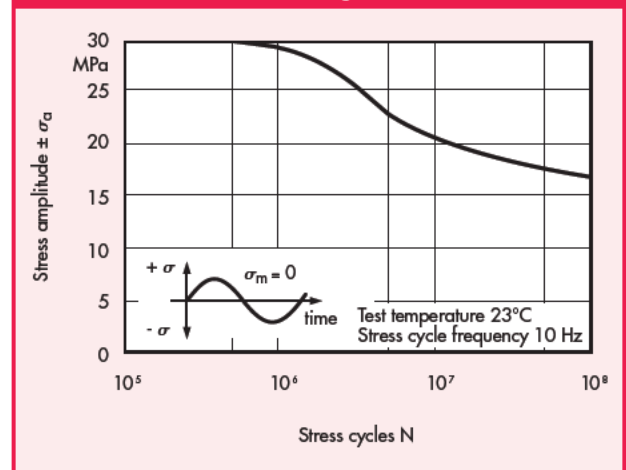


Fig. 22 · Wöhler curve for Hostaform C 9021, determined in the fluctuating tensile stress range (test specimen 3 from tensile test ISO 3167; also a good approximation for the other unmodified Hostaform grades)

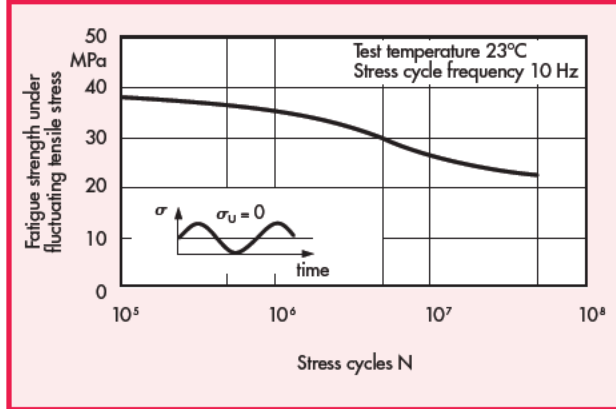
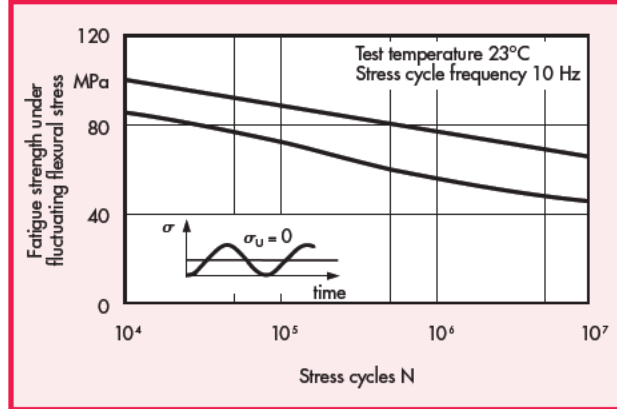


Fig. 24 · Wöhler curves for Hostaform C 9021 (b), and Hostaform C 9021 GV 1/30 (a), determined in the fluctuating flexural stress range (curve b is also a good approximation for the other unmodified Hostaform grades)



The Wöhler curves for alternating flexural stress obtained with test specimen 1 (6 mm thick) are shown in fig. 23 and those for fluctuating flexural stress in fig. 24.

Similarly in fatigue strength tests under torsional stress, values under fluctuating and alternating torsional stress conditions are determined. The Wöhler curves obtained on test specimens with a circular cross section (diameter in the measuring zone 8 mm) at room temperature and a test frequency of 10 Hz are shown in figs. 25 and 26.

Fig. 23 · Wöhler curves for Hostaform C 9021 GV 1/30 (a), C 9021 (b), S 9244 (c) and S 9064 (d) determined alternating flexural stress range (curve b is also a good approximation for the other unmodified Hostaform grades)

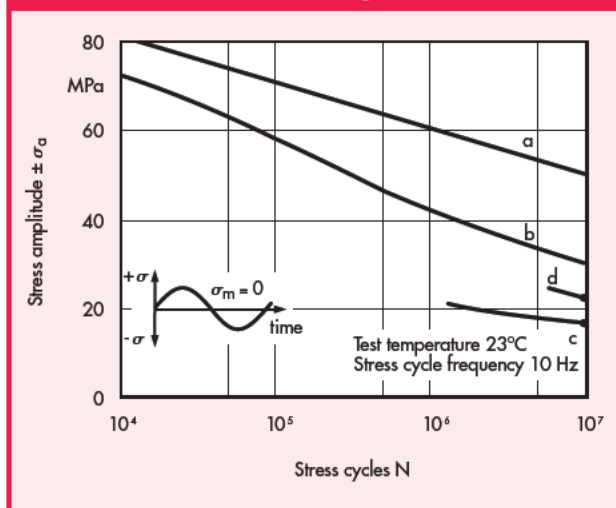


Fig. 25 · Wöhler curve for Hostaform C 9021, determined in the fluctuating torsional stress range (also a good approximation for the other unmodified Hostaform grades)

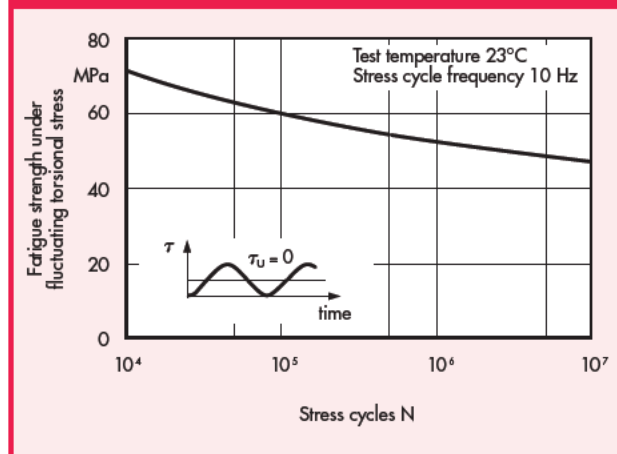


Fig. 26 · Wöhler curve for Hostaform C 9021, determined in the alternating torsional stress range (also a good approximation for the other unmodified Hostaform grades)

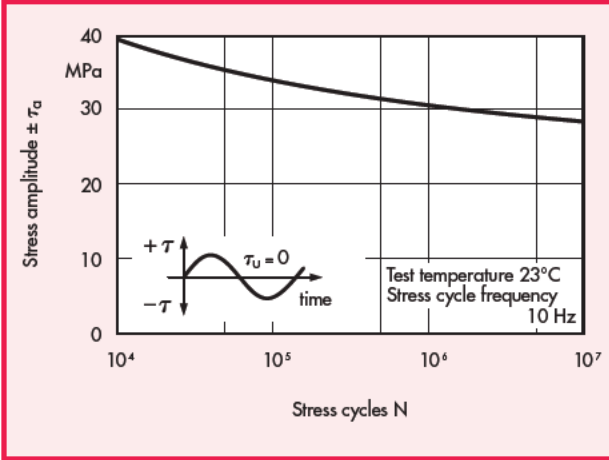
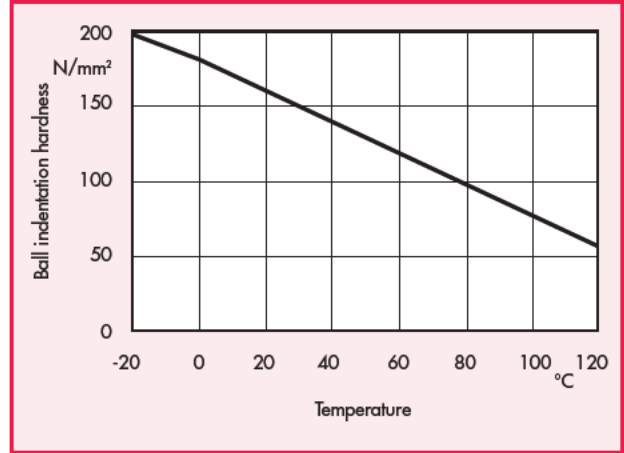


Fig. 27 · Ball indentation hardness of Hostaform C 9021 as a function of temperature (according to ISO 2039 part 1, 30-sec values)



3.1.5 Surface properties

Hostaform has outstandingly good surface properties, such as hardness, abrasion resistance and low-friction behaviour, which are important in many technical applications.

Hardness

For thermoplastics, it is customary to determine ball indentation hardness in accordance with ISO 2039 part 1. The effect of temperature on the ball indentation hardness of Hostaform C 9021 is shown in fig. 27.

The other basic grades have comparable hardness, except the grades C 2521 and M30AE based on the low molecular weight POM.

The reinforced grades have a higher ball indentation hardness than Hostaform C 9021 while the high-impact grades possess lower hardness. In each case, the type and quantity of reinforcing material or additive makes a difference to the actual hardness value.

Slip properties

Mouldings made from Hostaform have good slip properties, which accounts for the successful use of this material for gearwheels, bearings and sliding and control elements.

It should be remembered that slip properties are always characteristic of a particular system. In other words, coefficients of friction are not material constants but depend on the sliding partner, surface pressure loading, sliding speed and measuring equipment used, ie they are a function of the whole system.

Tests carried out at 20 to 90 °C to determine the friction coefficient of Hostaform against itself (both materials unmodified) showed mean values of 0.35 for the static and 0.25 for the dynamic friction coefficient. Fig. 28 compares the friction coefficients of unmodified Hostaform, Hostaform C 9021 K and C 9021 M (region b), C 9021 TF (region c) and C 9021 GV 1/30 (region a) in sliding contact with hardened and polished steel with a roughness height of 2.5 μm as a function of the pressure loading p at a constant sliding speed of v = 10 m/min. The measurements were carried out under simulated bearing conditions using a system of steel shaft and plastic bearing.

Fig. 28 · Dynamic friction coefficient μ of various Hostaform grades as a function of loading pressure in sliding contact with steel with a roughness height of $2.5 \mu\text{m}$ at a sliding speed of $v = 10 \text{ m/min}$

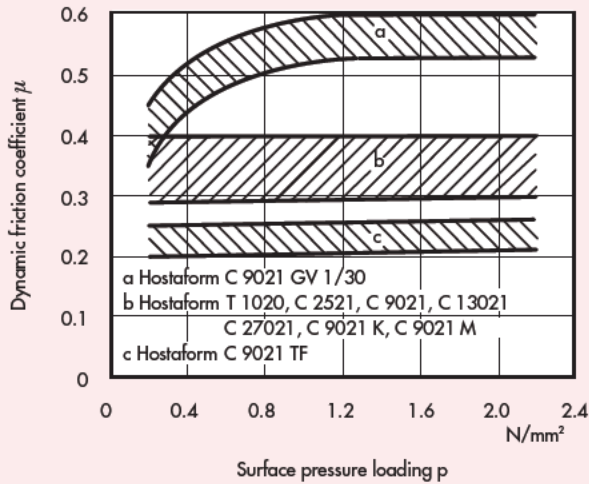


Fig. 30 · Dynamic friction coefficient μ of various Hostaform grades as a function of surface pressure loading p in sliding contact with steel with a roughness height of $2 \mu\text{m}$ at a sliding speed of $v = 5 \text{ mm/min}$

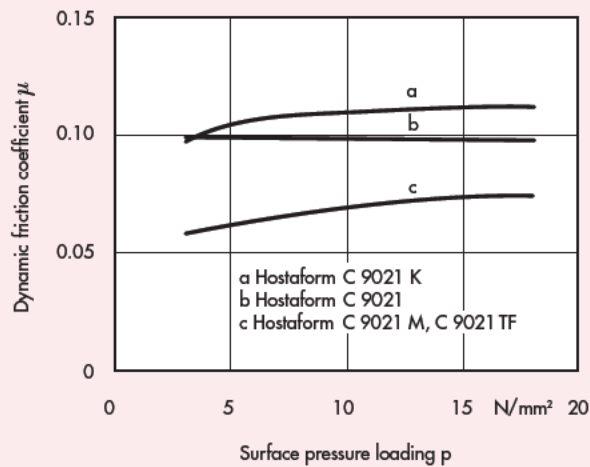
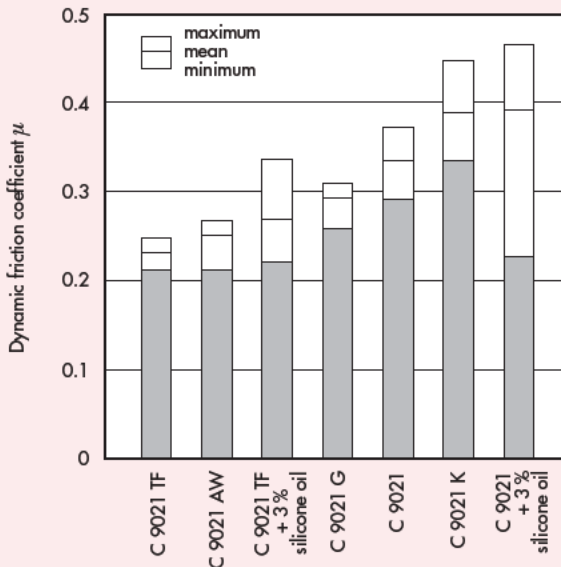


Fig. 29 · Dynamic friction coefficient μ of various Hostaform grades, determined under simulated bearing conditions in sliding contact with steel (sliding speed $v = 20 \text{ m/min}$, mean pressure loading $p = 1.25 \text{ N/mm}^2$, test duration $\approx 30 \text{ min}$)



With the same test arrangement but at a sliding speed of 20 m/min and a constant pressure loading of 1.25 N/mm^2 , the dynamic friction coefficients shown in fig. 29 were determined. From this comparison, it can be seen that grade C 9021 G comes between C 9021 and C 9021 TF.

The slip behaviour of various Hostaform grades against steel with a roughness height $R_t \approx 2 \mu\text{m}$ at a low constant sliding speed of 5 mm/min and comparatively high pressure loadings is shown in fig. 30.

Apart from the inherently low level of friction coefficient for all Hostaform grades, the beneficial effect of MoS_2 and PTFE (curve c) under the test conditions is clearly seen.

Hostaform C 9021 M can therefore be used where low sliding speeds, high pressure loadings and short slide paths occur, as is frequently the case in pendulum bearings, guides and similar applications.

Polyoxymethylene Copolymer (POM)

Under the above conditions, the PTFE-modified grade Hostaform C 9021 TF is equally effective. This grade performs better than C 9021 M at higher sliding speeds, as the following comparison shows:

dynamic friction coefficient μ at sliding speed and pressure loading	$v = 230 \text{ mm/min}$ $p = 6 \text{ N/mm}^2$
Hostaform C 9021 M	$\mu = 0.12$
Hostaform C 9021 TF	$\mu = 0.09$

For sliding parts operating under normal conditions, it is best to use unmodified Hostaform or Hostaform C 9021 K which, with its more advantageous wear properties, is particularly suitable for unlubricated sliding elements.

The load-carrying capacity of slide bearings is expressed by the $p \cdot v$ values, which are the product of the specific bearing load p (N/mm²) and the peripheral speed of the shaft journal v (m/min).

The peripheral speed v is calculated from equation (1):

$$v = \frac{n \cdot d_w \cdot \pi}{1000} \quad [\text{m/min}] \quad (1)$$

d_w shaft diameter [mm]
 n shaft speed [1/mm]

Using fig. 31, this calculation is simplified to:

$$v = f \cdot n \quad [\text{m/min}] \quad (2)$$

The specific bearing load p is calculated from equation (3) by dividing the bearing load F by the projected bearing surface:

$$p = \frac{F}{d_L \cdot l} \quad [\text{N/mm}^2] \quad (3)$$

where F bearing load [N]
 d_L inside diameter of bearing [mm]
 l length of bearing [mm]

For peripheral speeds up to about 30 m/min, on the basis of previous test results we may, according to fig. 32 for unlubricated bearings, assume the value:

$$p \cdot v = 8 \frac{\text{N}}{\text{mm}^2} \cdot \frac{\text{m}}{\text{min}}$$

Fig. 31 · Factor f for calculating the peripheral speed v according to equation (2)

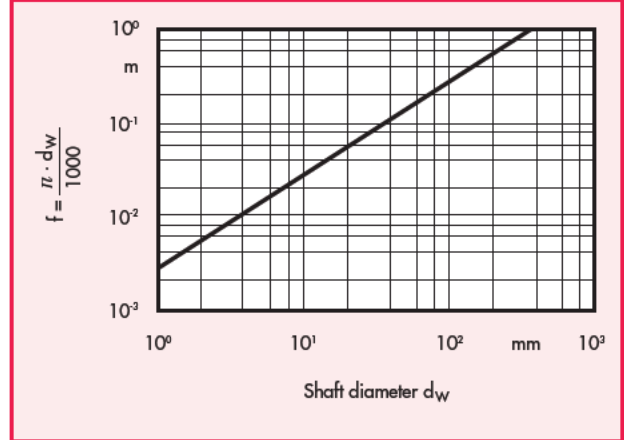
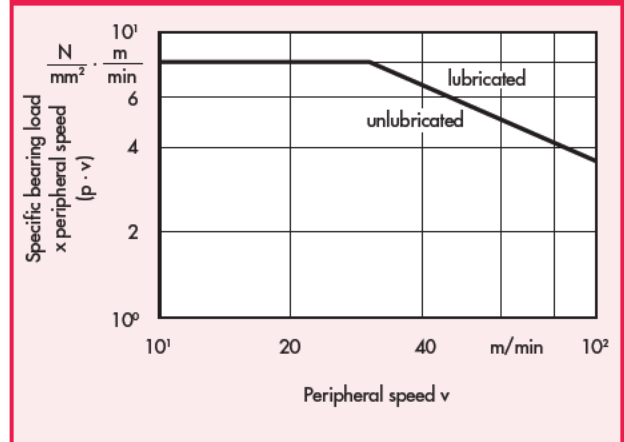


Fig. 32 · Recommended load limits for unlubricated bearings made from Hostaform



For higher $p \cdot v$ values, bearings must normally be lubricated. Rise in bearing temperature is usually unpredictable, so that each bearing should be tested under service conditions.

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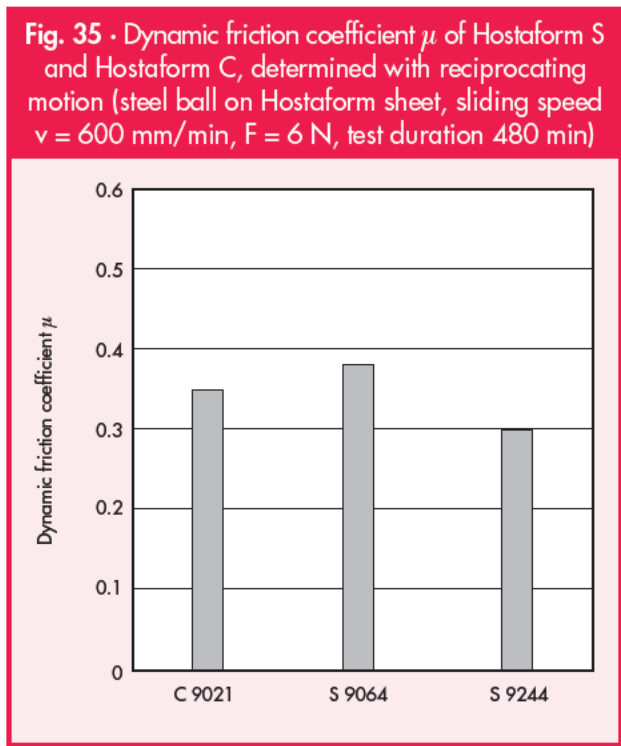
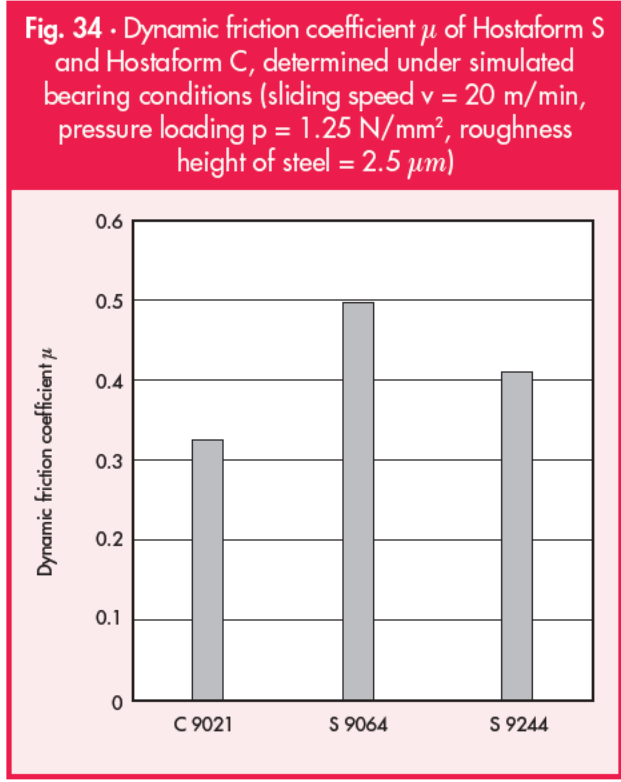
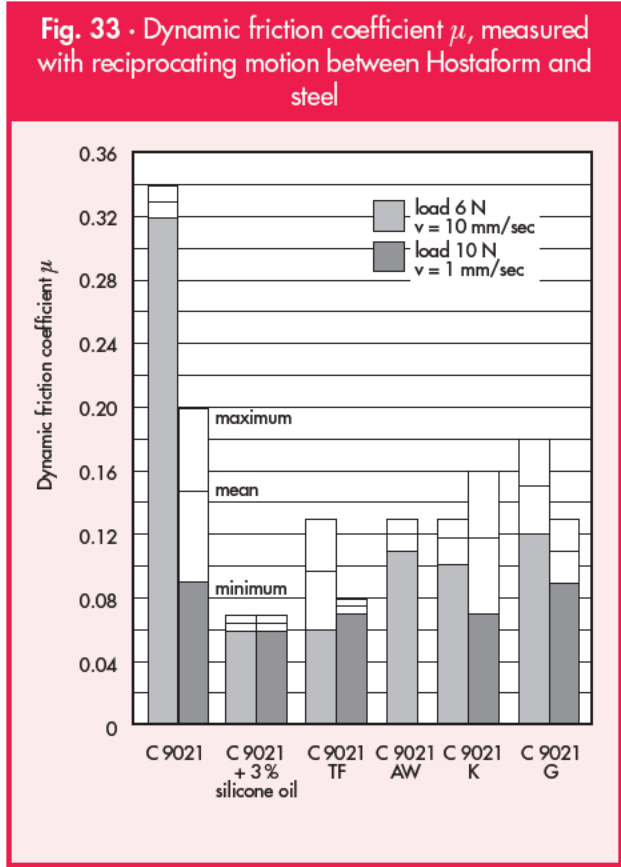
Polyoxymethylene Copolymer (POM)

Reliable long-term operation was achieved, for example, with a lubricated bearing having an inside diameter of 25 mm at a peripheral speed of 60 m/min and a $p \cdot v$ value of 30 N/mm² · m/min.

It should be borne in mind that the curve in fig. 32 does not represent a universally valid characteristic function; the $p \cdot v$ values shown should be regarded as guide values. The values obtainable in individual cases are dependent on numerous design and operational factors and may therefore be below, but possibly also above, the stated values. Where service temperatures exceed 20 °C, safety factors should be applied to the stated $p \cdot v$ values. Where temperatures in the sliding zone of the bearing exceed 80 to 100 °C, a marked increase in wear must be expected. For this reason, the ambient temperature should not exceed 50 to 60 °C.

With reciprocating motion between Hostaform and steel, loads of 6 and 10 N and speeds of 10 and 1 mm/sec, the dynamic friction coefficients shown in fig. 33 are obtained.

have slightly higher friction coefficients than Hostaform C 9021, in the second they are practically the same.



The slip behaviour of Hostaform S is shown in fig. 34 (under simulated bearing conditions) and fig. 35 (reciprocating motion). While in the first case the S grades

Wear

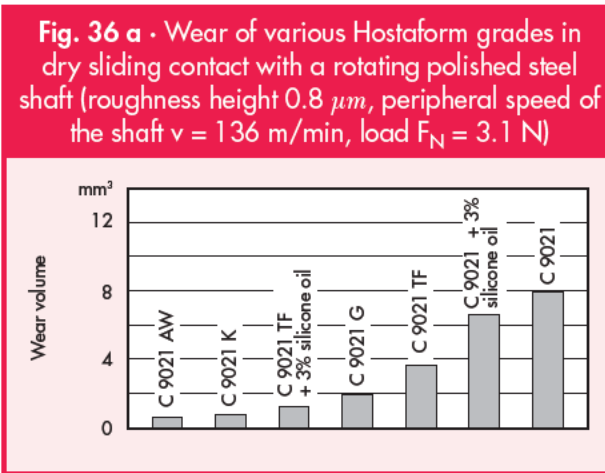
Like slip behaviour, wear is not a material constant but a system characteristic which severely limits the general applicability of test results.

High hardness and a low friction coefficient are contributory factors in the better wear resistance which components made from Hostaform often exhibit as compared with parts manufactured from other plastics or from metals. In abrasion tests conducted with the aid of the Taber CS 17 abrader wheel used in the USA (10 N load, 23 °C, 50% relative humidity), there was very low weight loss.

Similar good results were obtained in wet abrasion tests with grinding media in ball mills.

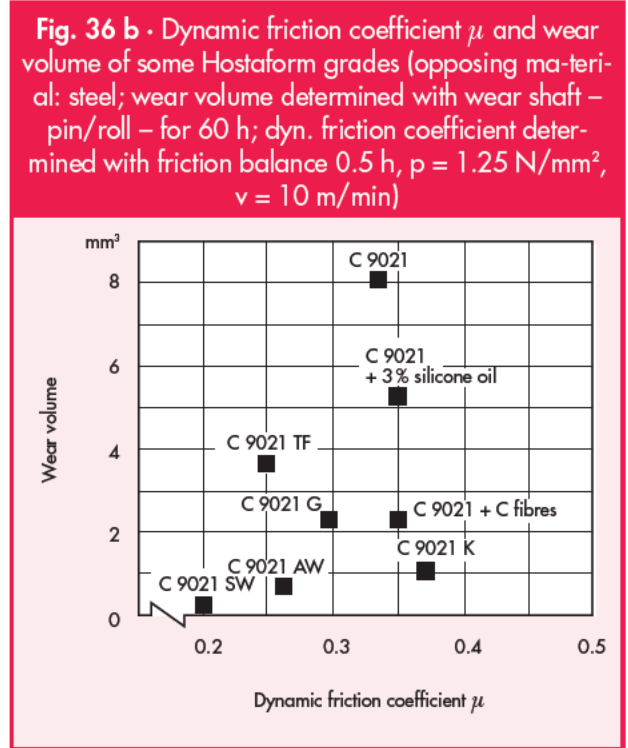
Comparative trials conducted with both cylindrical sliding elements and bearing bushes have shown that in wear tests against steel the abrasion properties of Hostaform may be described as very good compared with other plastics, when the surface roughness of the opposing steel R_t is $\leq 2 \mu\text{m}$.

The test results shown in fig. 36 a relate to trials in which cylindrical specimens of plastic were pressed under slight load against a rotating steel shaft.



The criterion for comparison is the volume of the groove worn into the specimen after a given time. The much lower wear susceptibility of the Hostaform grades C 9021 AW, C 9021 K, C 9021 G and C 9021 TF as compared with unmodified Hostaform C 9021 can be clearly seen, although the latter grade may still be classed as low-wear compared with other materials. To reduce wear, therefore, the grades with improved slip properties should be used. Another possibility is to add silicone oil, which can improve both slip properties and abrasion resistance. Since this improvement depends not only on the opposing material but also on the silicone oil content of the formulation, practical trials to determine the optimum blend ratio are recommended. Further options include once-only lubrication or pairing of different materials, eg Hostaform C 9021/C 9021 K or Hostaform/Celanex® [20].

Low friction coefficient combined with low wear are also provided by grades Hostaform C 9021 AW and C 9021 SW. The wear slip properties are summarized in fig. 36 b.



Polyoxymethylene Copolymer (POM)

The pigmentation of Hostaform can influence its wear properties. Preliminary tests are therefore recommended whenever coloured material is to be used.

As fig. 37 shows, the elastomer-modified Hostaform S grades have similar good sliding and wear properties to the corresponding unmodified Hostaform C grades. In addition, the S grades, because of their elastomer content, have better damping properties than the C grades and are therefore ideal for the production of quietly operating sliding parts, eg for drive pinions.

Further information on the sliding behavior of Hostaform is given in the brochure “Plain bearings made from engineering thermoplastics” (order no. B.2.3), the product information brochure “Products for tribological applications” (IT BR 1007D) and the Hostaform Tribology Navigator (TS-DS 1008), which helps you preselect a grade for a specific application from the range of Hostaform tribology specialties.

3.2 Thermal properties

The most important thermal properties of a plastic include:

- melting point, transition temperatures or phase change regions, specific heat, enthalpy, thermal conductivity, coefficient of expansion
- thermal stability (stability of the melt at processing temperature).

Specific heat

Fig. 38 shows the specific heat of Hostaform C 9021 as a function of temperature. The increase in enthalpy, calculated from the specific heat and based on an enthalpy value of zero at 20 °C, is shown in fig. 39.

It is essential in designing processing machines and in design calculations for moulded parts to know how much heat must be supplied or removed in processing Hostaform. In determining the approximate amount of heat to be removed, for example, in cooling the Hostaform melt from 220 °C to 90 °C, the following procedure is adopted (see fig. 39):

enthalpy at 220 °C	586 kJ/kg
- enthalpy at 90 °C	105 kJ/kg
= heat to be removed	481 kJ/kg

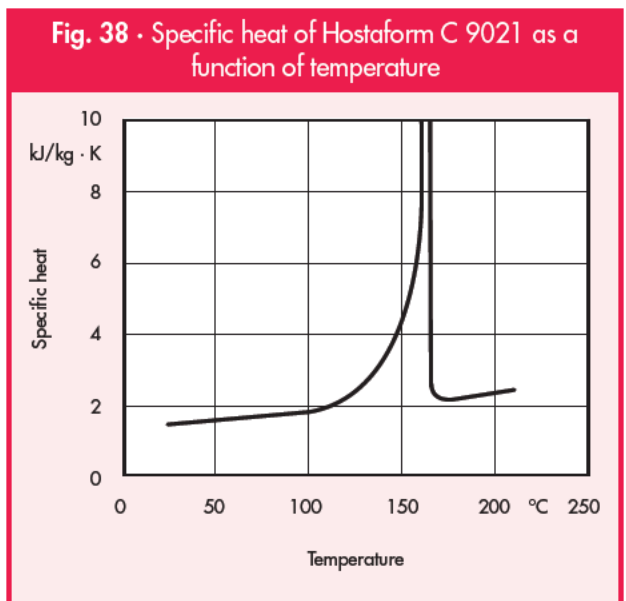
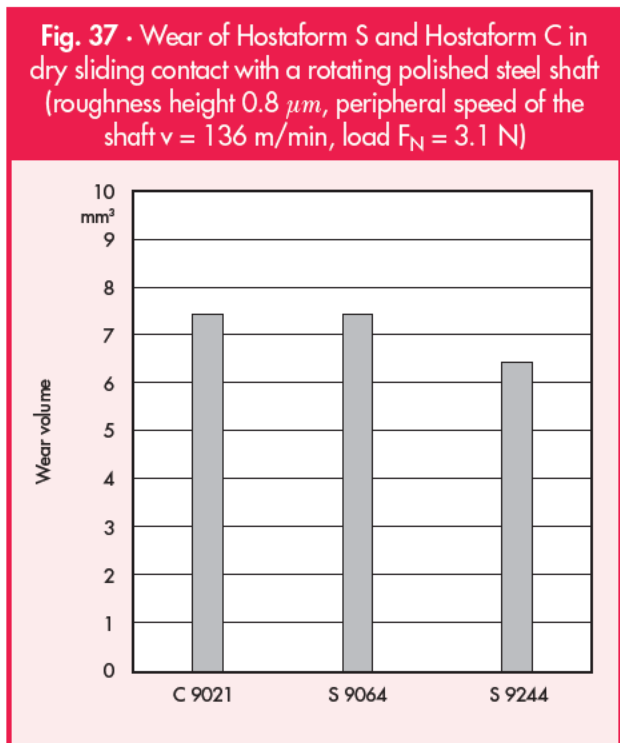


Fig. 39 · Enthalpy curve for Hostaform C 9021 (based on 20°C)

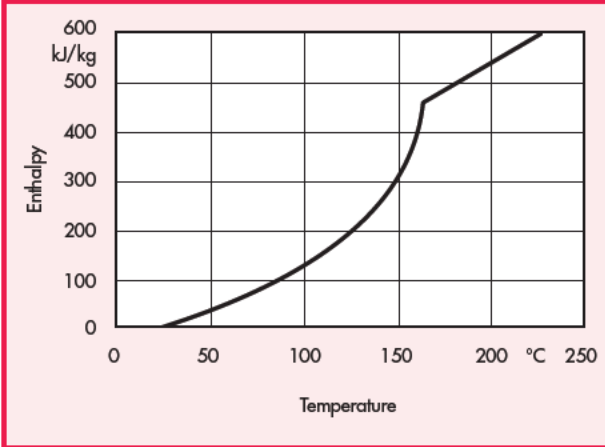
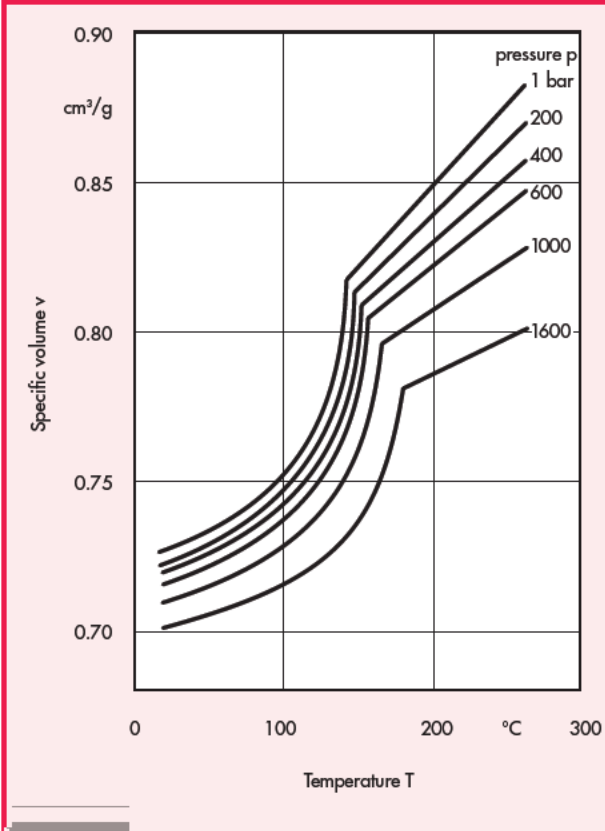


Fig. 40 · Specific volume v of unreinforced Hostaform C as a function of temperature T and pressure p (p-v-T-graph), measured at a cooling rate of 12 K/s



Specific volume

The specific volume (= reciprocal of density) of the Hostaform basic grades can be read off the p-v-T (pressure-specific volume-temperature) graph for the temperature range 20 – 250 °C (fig. 40).

Thermal conductivity

The thermal conductivity of the Hostaform basic grades at 20 °C is $\lambda = 0.31 \text{ W/m} \cdot \text{K}$; for Hostaform C 9021 GV 1/30, the conductivity value is $0.41 \text{ W/m} \cdot \text{K}$ and for the high-impact grades ranges between 0.27 and $0.34 \text{ W/m} \cdot \text{K}$.

Coefficient of linear expansion

The linear expansion coefficient α of the Hostaform basic and reinforced grades is shown in fig. 41 as a function of temperature. As with most materials, it increases with rising temperature. As can also be seen from fig. 41, the glass-fibre-reinforcement reduces both the value and rate of increase of α . Furthermore, with Hostaform C 9021 GV 1/30, α is dependent on flow direction owing to orientation of the glass fibres during processing.

The Hostaform S grades have about a 20 to 30% higher expansion coefficient than the basic grades.

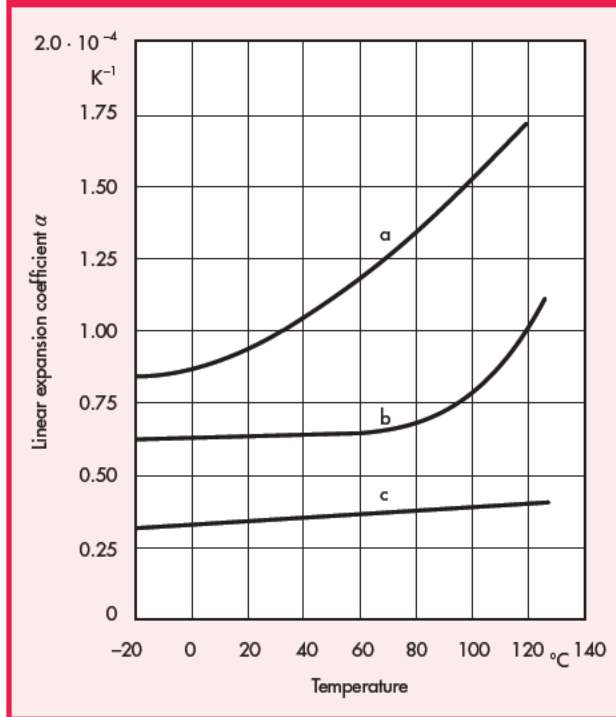
Using the mean value for the coefficient of linear expansion α_m , the length l of a moulding at temperature ϑ may be calculated according to the equation:

$$l_{\vartheta} = l_0 [1 + \alpha_m (\vartheta - \vartheta_0)] \tag{4}$$

where l_0 is the length of the moulded article at the reference temperature ϑ_0 . The mean value α_m at various temperatures can be read off fig. 41.

3

Fig. 41 · Linear expansion coefficient α of unreinforced Hostaform C and Hostaform C 9021 GV 1/30
 a Hostaform C, unreinforced
 b Hostaform C 9021 GV 1/30 perpendicular to flow direction
 c Hostaform C 9021 GV 1/30 parallel to flow direction

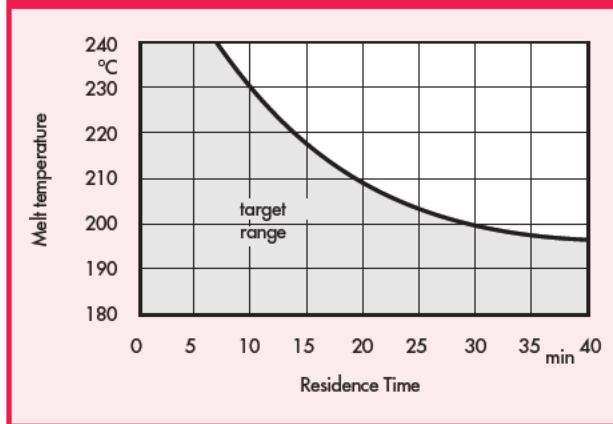


Thermal stability

Thermal stability is meant here in its narrow sense, ie the thermal stability of the melt at processing temperature. The thermal stability of Hostaform derives from comonomer units with stable C-C bonds, which are statistically distributed in the molecular chains of the base polymer. When the polymer is subject to thermooxidative attack, chain scission does indeed start to occur accompanied by formation of low-molecular-weight polymers and thermally unstable end groups. However, degradation can proceed only as far as the next comonomer unit, is therefore minimal and the remaining fragments are thermally stable. The rate of thermooxidative attack increases with rise in temperature while the extent of attack is time-dependent.

For this reason, it is advisable to remain within the target processing range shown in fig. 42, ie the maximum melt-temperature-related residence time of the Hostaform basic grades in the plasticizing cylinder of a processing machine should not be exceeded; the specified range should also be observed when processing the high-impact and glass-sphere-reinforced grades.

Fig. 42 · Recommended maximum residence time of Hostaform basic grades in the plasticizing cylinder of a processing machine



Thermal degradation during processing, eg injection moulding, which might impair moulded-part properties can be readily determined by measuring the melt mass-flow rates MFR 190/2.16 and MFR 190/15 and then dividing MFR 190/15 by MFR 190/2.16.

If this value, determined on specimens taken from the moulded part, has significantly increased over the value of the starting material, then the moulding material has been thermally degraded during processing and correction of processing conditions, eg melt temperature and/or residence time t_v in the plasticizing cylinder, is required. The following applies:

$$t_v = \frac{\text{weight of melt in the cylinder} \times \text{cycle time}}{\text{weight per shot including sprue}}$$

3.3 Electrical properties

Hostaform has good electrical insulating and dielectric properties, except for the electrically, conductive grades. These in combination with its good mechanical properties have made Hostaform a valued material for numerous applications in the electrical sector.

Volume resistivity

The volume resistivity of Hostaform is $\rho_D = 10^{12} \Omega \cdot m$ for all grades, except for the high-impact and electrically conductive materials; it is therefore largely unaffected by the presence of additives.

Hostaform C 9021 ELSX and EC270TX have a considerably lower volume resistivity. This is due to the formation of a current bridge by the electrically conductive carbon black. Destruction of the carbon black morphology and/or strong orientation of the carbon black particles can impair the current bridge and allow volume resistivity to increase. Selection of adequate wall thickness will counteract this; in addition, low injection rates and high mould wall temperatures should be preferred in processing Hostaform C 9021 ELSX and EC270TX.

Surface resistivity

Surface resistivity gives an indication of the insulation resistance across the surface of a material. The dependence of this value on humidity and surface contamination must be taken into account. In the case of Hostaform, it is appreciably lower than that exhibited by hydrophilic polymers such as certain polyamides. The surface resistivity of most Hostaform grades is in excess of $10^{14} \Omega$. Antistatic modification reduces this to $10^{13} \Omega$, while in the case of C 9021 ELSX and EC270TX the value is lowered even further to $10^9 \Omega$. The surface resistivity of C 9021 ELSX and EC270TX – and also its volume resistivity – can be influenced by processing parameters and moulded-part design. Therefore the electrical properties have to be controlled at the moulded part.

Relative permittivity, dissipation factor

The relative permittivity ϵ_r of the unreinforced Hostaform grades is around 4, that of the reinforced grades between around 4 and 5 and that of the high-impact grades between around 3.6 and 5.

The effect of temperature on relative permittivity is shown in fig. 43 and the effect of frequency in fig. 44.

Fig. 43 · Effect of temperature on the relative permittivity of various plastics (measured at 10^5 Hz)

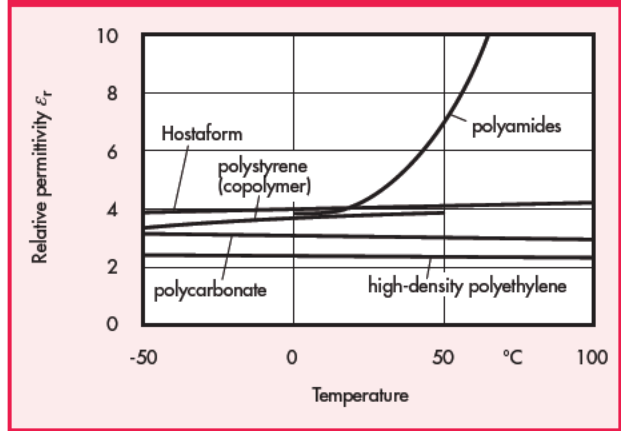
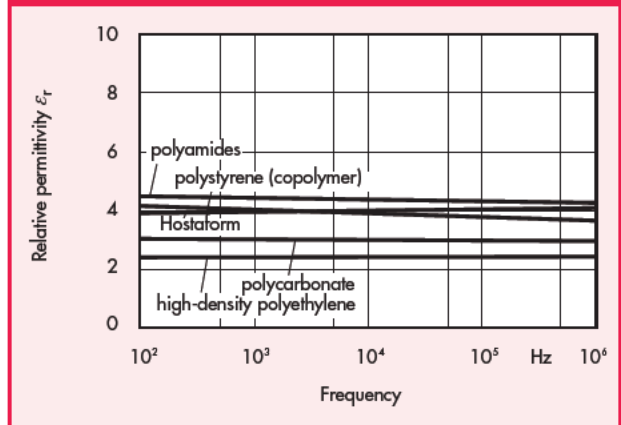


Fig. 44 · Effect of frequency on the relative permittivity of various plastics (measured at 25°C)



3

Polyoxymethylene Copolymer (POM)

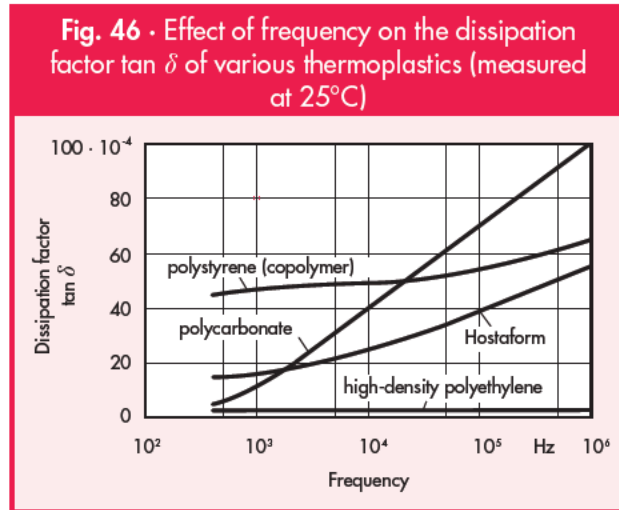
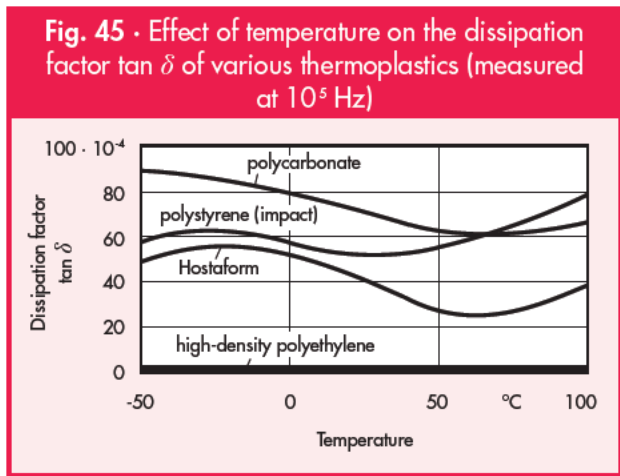
The dissipation factor $\tan \delta$ is a measure of the energy loss in the dielectric by conversion into heat.

Hostaform has a low dissipation factor. Depending on the grade, it is 10^{-3} to 10^{-2} in the frequency range 100 Hz to 1 MHz.

The effect of temperature on the dissipation factor $\tan \delta$ is shown in fig. 45 for a frequency of 10^5 Hz.

Fig. 46 shows the effect of frequency on the dissipation factor $\tan \delta$ at 25°C.

The excellent dielectric properties of Hostaform preclude the use of high-frequency heating and welding for this material.



Dielectric strength

Dielectric strength describes behaviour under short-term, high-voltage stress. It is not a measure of permissible continuous stress. In dielectric strength tests, the voltage ($f = 50$ Hz) is steadily increased at a rate of 1 kV/s until insulation breakdown occurs.

In tests according to IEC 60 243 part 1, the Hostaform basic grades showed dielectric strength values of 28 to 35 kV/mm.

Static charge accumulation

Hostaform in general does not tend to accumulate static charge. For applications in which dust attraction must be absolutely avoided, however, the use of the antistatic-modified grade Hostaform C 27021 AST has proved successful.

Polyoxymethylene Copolymer (POM)

The antistatic modification reduces surface resistivity and at the same time considerably increases the discharge rate, as the following table shows:

Property	Unit	Test method	Hostaform	
			C 27021	C 27021 AST
Surface resistivity	Ω	IEC 60 093	10^{14}	10^{13}
Discharge rate* (half-value time)	S	–	about 60	10 to 25

* Decline in the field strength of a capacitor with the test specimen as a dielectric to 50% of its initial value after charging with 1000 volts.

The antistatic modification has little or no effect on all other properties of Hostaform.

3.4 Optical properties

Hostaform mouldings range from more or less translucent to opaque-white, depending on wall thickness. When a parallel beam of light falls vertically on a compression moulded sheet with parallel faces, the proportion of diffuse light transmission is as follows:

thickness 1 mm: about 60%
 2 mm: about 45%
 4 mm: about 35%

The refractive index n for light in the visible wavelength range is 1.48.

Gloss is dependent mainly on the surface quality of the mould.

4. Effect of the service environment on the properties of Hostaform

In this section, the properties of Hostaform in the presence of certain media and their dependence in some cases on temperature and time of exposure are described. Particular consideration is given to:

- air at elevated temperature
- water
- motor fuels
- chemicals
- weathering
- high-energy radiation
- flammability.

Finally, the status of Hostaform under food legislation comes into this context.

4.1 Properties in air at elevated temperatures

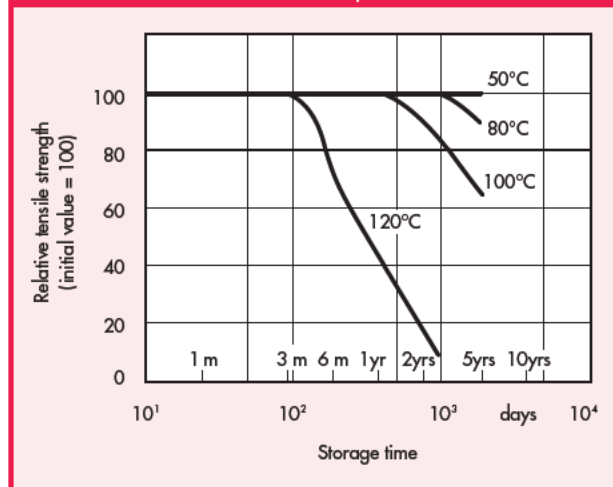
All Hostaform grades are stabilized against thermo-oxidative degradation so that they can be safely processed if the recommendations for the individual grades in section 5 are followed. In addition, finished parts made from Hostaform are able to withstand heat stresses in service, although the level of heat resistance will depend slightly on the particular grade. The progressive deterioration in properties through heat ageing is influenced by a large number of service environment factors in various ways. Terms such as “heat resistance”, “continuous service temperature”, etc. do not therefore describe material constants but should be regarded only in the context of particular application requirements. Experience has shown that short-term temperature stresses of 140 °C (several hours) and continuous stresses of up to 100 °C (months to years) are permissible [4]; grades S 9243 and S 9244 have 20 – 30 °C lower maximum service temperatures, depending on the nature of the stress.

Most Hostaform grades are approved by Underwriters Laboratories (USA) up to temperatures of 50 to 105 °C, depending on stress (category QMFZ 2, file no. E 42 337, master batches are listed under category QMQS2, file no. E 93384).

Figs. 47 to 50 show the change in some physical properties of Hostaform C 9021 when stored in hot air as a function of time and temperature. The properties chosen were tensile strength and elongation at break. The test specimens (acc. to ISO 3167) were not under mechanical stress during the storage period.

The changes in properties are represented in two ways. Fig. 47 shows the relative tensile strength as a function of storage time at 50, 80, 100 and 120 °C.

Fig. 47 · Relative tensile strength of Hostaform C 9021 as a function of storage time in air at elevated temperature



From this the very good ageing resistance of Hostaform C 9021 up to temperatures of 100 °C can be seen. At 120 °C, the polymer starts to become brittle after about three months and subsequently the strength falls away relatively quickly.

In fig. 48, the results from fig. 47 are reproduced in an Arrhenius diagram. The x-axis represents time on a logarithmic scale and the y-axis shows the reciprocal value of absolute temperature on a linear scale and the corresponding temperature scale in °C.

Fig. 48 · Change in the tensile strength of Hostaform C 9021 as a function of storage time and temperature represented on an Arrhenius diagram

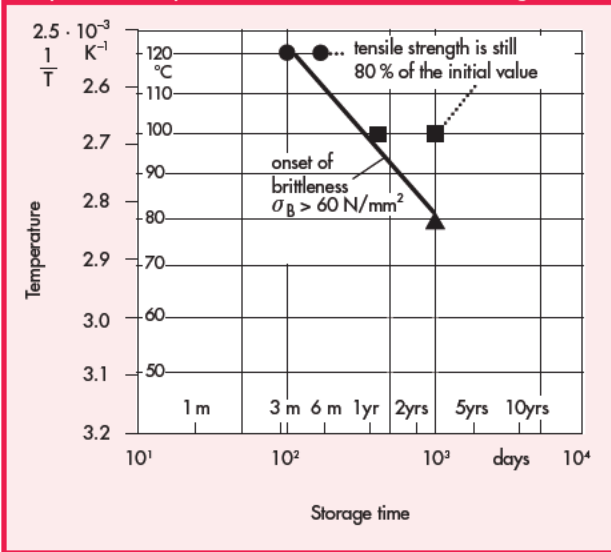


Fig. 49 · Relative elongation at break of Hostaform C 9021 as a function of storage time in air at elevated temperature

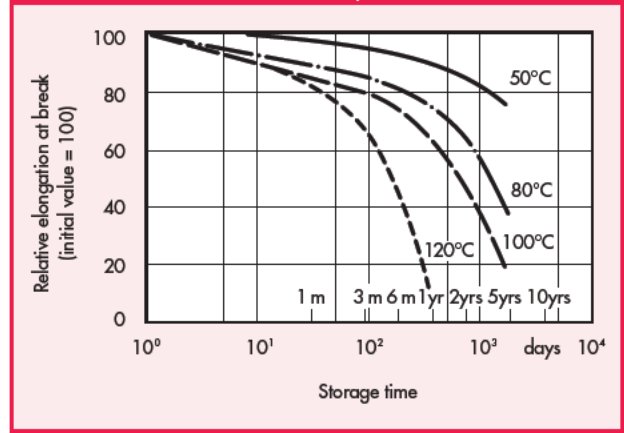
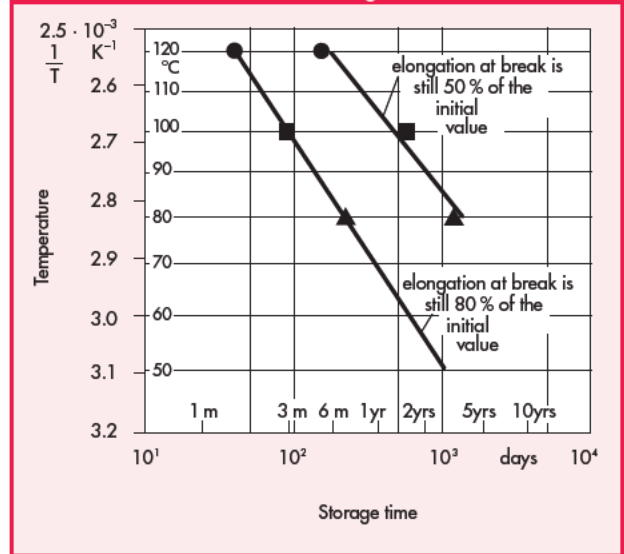


Fig. 50 · Change in the elongation at break of Hostaform C 9021 as a function of storage time and temperature (in air) represented on an Arrhenius diagram



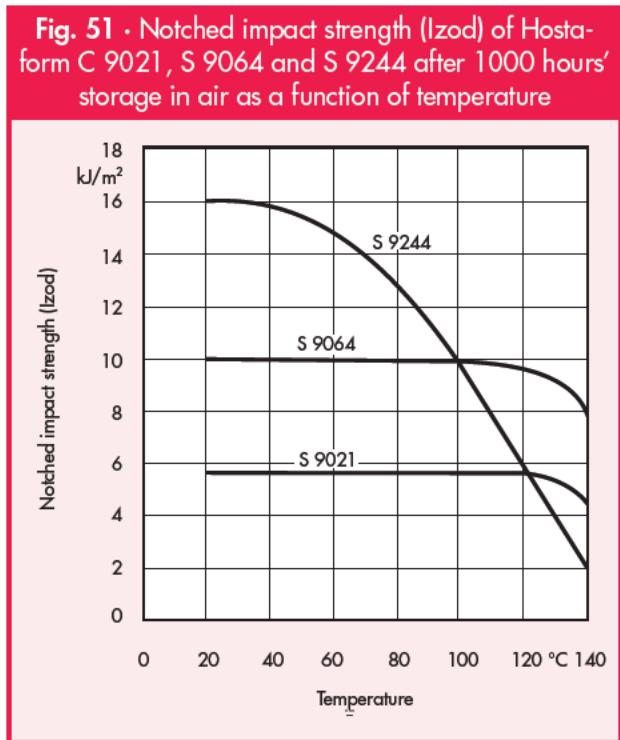
From this diagram, it is possible to determine the temperature which a plastic can withstand for a certain period of time without a specified property value dropping below a certain limit value. The bold line in fig. 48 gives the time/temperature combinations at which tensile strength starts to decline but is still > 60 N/mm²; this value was selected because it may be regarded as defining the start of embrittlement. At the points marked above the bold line on the 100 °C and 120 °C horizontals, tensile strength is still 80% of the initial value.

In the case of Hostaform, as with other thermoplastics, elongation at break is the property most influenced by temperature. From a comparison of figs. 49 with 47 and 50 with 48, it can be seen that elongation falls away more rapidly than strength.

Polyoxymethylene Copolymer (POM)

The aforementioned data on Hostaform C 9021 are generally applicable to the other basic grades, the high-impact grades, except for S 9243/S 9244, and glass-fibre-reinforced Hostaform, except for the elongation at break results. The low-friction and special grades are of course not primarily intended for applications at elevated temperature.

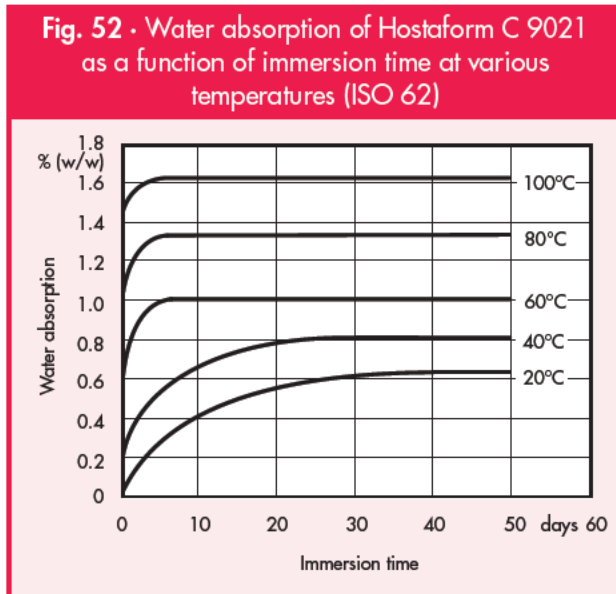
The notched impact strength of Hostaform S 9064 and S 9244 after 1000 hours' storage at various temperatures is shown in fig. 51 in comparison with Hostaform C 9021.



4.2 Properties in water

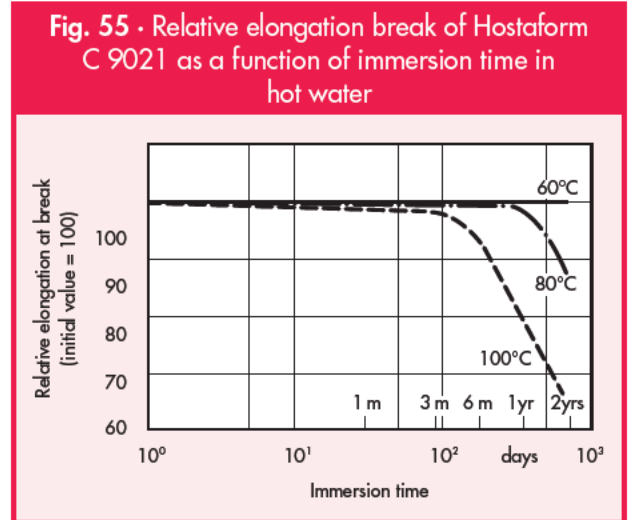
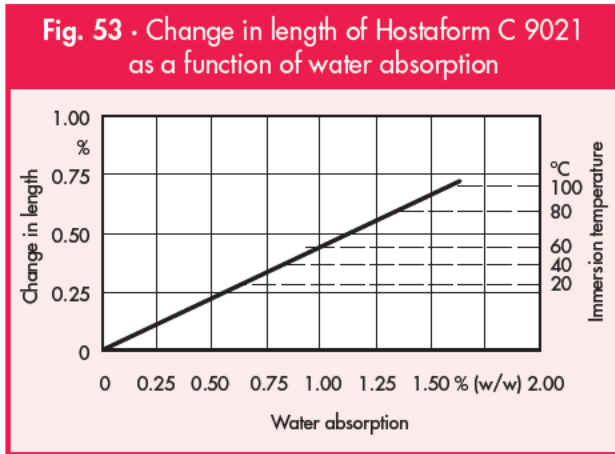
4.2.1 Water absorption

Hostaform has very low water absorption. The basic grades and most low-friction grades have values of appr. 0.1% after 24 hours and appr. 0.2% after 96 hours when tested at 20 °C. The other grades have slightly higher values. The saturation value according to ISO 62 is between 0.12 and 0.25% at 23 °C and 50% relative humidity. Fig. 52 shows the water absorption of Hostaform C 9021 as a function of time over the temperature range 20 to 100 °C. Even at a temperature of 100 °C, water absorption does not exceed about 1.6%.



The change in length of Hostaform C 9021 due to saturation with water at various temperatures is shown in fig. 53 (measured at room temperature).

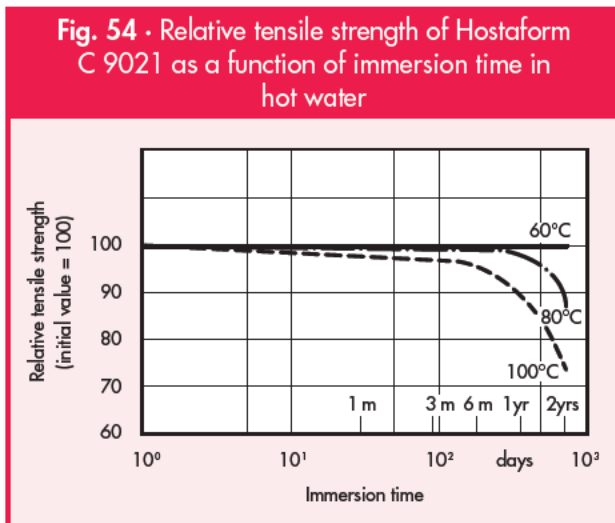
Water absorption by Hostaform is a reversible process, ie on subsequent storage in air the absorbed water is given up again until equilibrium is reached.



4.2.2 Service temperature in hot water

4.2.2.1 Hostaform basic grades

The high thermal stability which Hostaform mouldings exhibit in air is again evident in hot water immersion tests. Figs. 54 and 55 show the changes with time in the tensile strength and elongation at break of Hostaform C 9021 on immersion in hot water at temperatures of 60, 80 and 100 °C.



The minimal decline in these values shows clearly the resistance to hydrolysis achieved through the special chemical structure of Hostaform C. When Hostaform C is heated at the boil in a 1% detergent solution, the resultant change in properties is about the same as after boiling in water. The high ageing resistance in hot water, low water absorption and good resistance to detergent solutions of Hostaform C make it a particularly suitable material for washing-machine and dish-washer components and for kettles. The test specimens which provided the data for figs. 54 and 55 were not mechanically stressed during heat ageing. For this reason, it is not possible to deduce from the results the potential suitability of a particular Hostaform grade for applications involving mechanical stress, eg internally stressed components for sanitary engineering. The criterion for making such an assessment is creep strength as described in section 3.1.2. In addition, the disinfectants used in drinking water (chlorine, ozone) must be taken into account, since they have an adverse effect on creep strength, depending on their concentration.



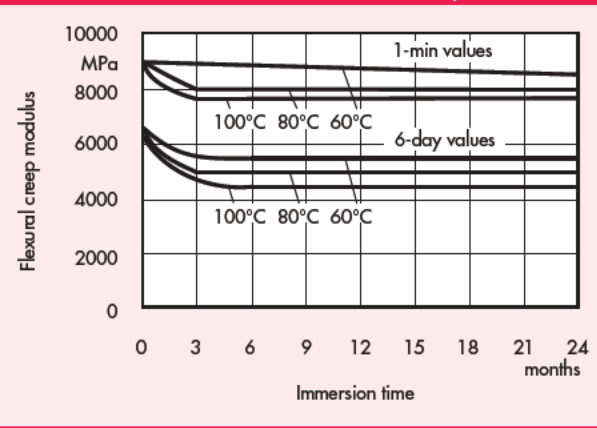
4.2.2.2 Reinforced grades

Glass-fibre-reinforced Hostaform exhibits a relatively rapid loss in tensile strength on contact with hot water and drops back to about the same level of strength as the basic grade (fig. 56). During the further course of heat ageing, glass-fibre-reinforced Hostaform behaves like the unreinforced material, ie the initial decline in tensile strength is not attributable to degradation of the Hostaform matrix; the thermal stability of the reinforced material is practically the same as that of the basic grade. The reason for the initial decline in tensile strength is rather that water attacks the glass fibre/Hostaform interface.

In contrast to tensile strength, the flexural creep modulus of glass-fibre-reinforced Hostaform shows only a slight initial decline on immersion in hot water and then remains at the same level; the extent of the decline is temperature-dependent (fig. 57).

Glass-sphere-filled Hostaform has only limited suitability for use in hot water but can be specially modified for this purpose; our Hostaform Research and Development Department will be pleased to give more detailed information on this.

Fig. 57 · Properties of Hostaform C 9021 GV 1/30 in contact with water; flexural creep modulus as a function of immersion time and temperature



4.2.2.3 Hostaform/elastomer blends

The high-impact Hostaform grades have somewhat lower resistance to hot water than the basic grades. Fig. 58 shows this using the example of the change in tensile strength with time of Hostaform S 9064 and C 9021 on immersion in water at 60, 80 and 100 °C.

Fig. 56 · Properties of Hostaform C 9021 GV 1/30 in contact with water; relative tensile strength as a function of immersion time and temperature

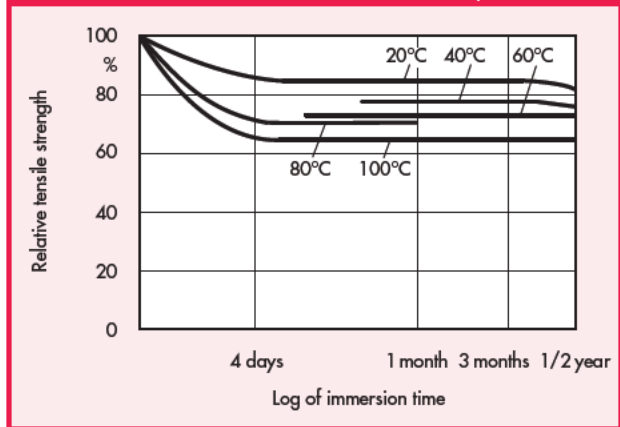
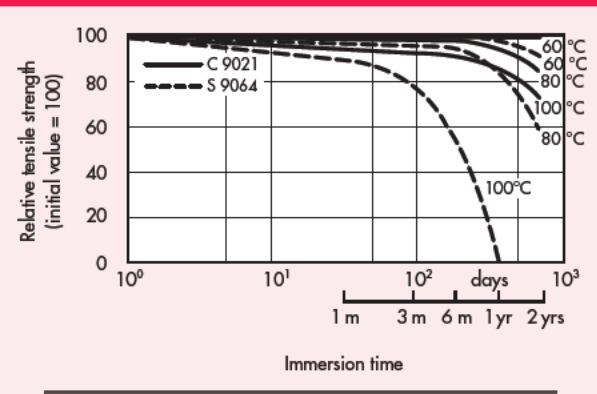


Fig. 58 · Relative tensile strength of Hostaform C 9021 and S 9064 as a function of immersion time in hot water



4.2.3 Resistance to chlorinated drinking water

Hostaform is already used for fluid handling in many drinking water applications. Hostaform MR130ACS is supplied as a special grade with better resistance to chlorinated drinking water than the standard Hostaform grade C 9021. This is shown by the results of the tests described below.

Hostaform MR 130ACS and Hostaform C 9021 were immersed stress-free in chlorinated water using the following test parameters:

- Medium: Chlorine solution with 10 mg/l free chlorine (chlorine bleaching solution)
- Temperature: 60°C – controlled
- pH-Value: 6.5 – controlled
- Test duration: 2000 h

The chlorine concentration was held constant throughout the immersion period by adding chlorine.

This complies with a regular drinking water supply in real applications.

The results are shown in Figures 59a (tensile stress at break) and 59b (elongation at break). The tests confirm the better resistance of Hostaform MR130ACS to chlorinated water as compared with Hostaform C 9021. This is even more pronounced at low wall thickness.

Fig. 59a · Relative change in the tensile stress at break of Hostaform C 9021 and MR130ACS after immersion in chlorinated water (60 °C/10 mg/l chlorine concentration); ISO 527 A and 1/4 test bars (4 mm/1 mm wall thickness)

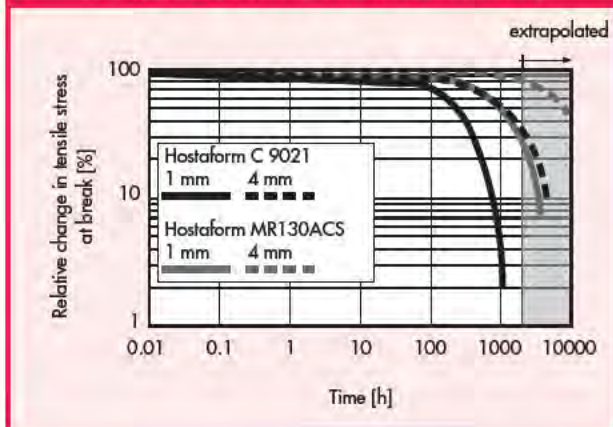
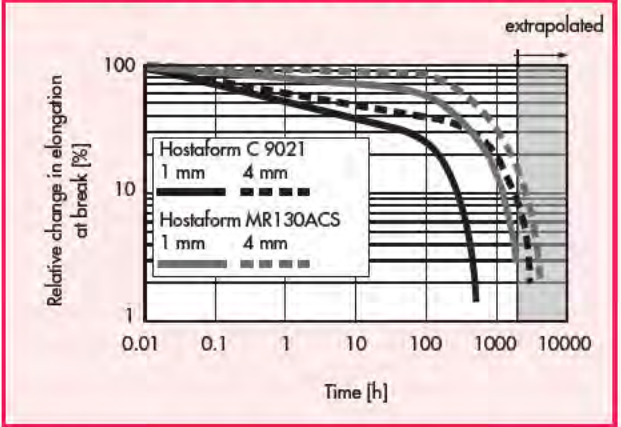
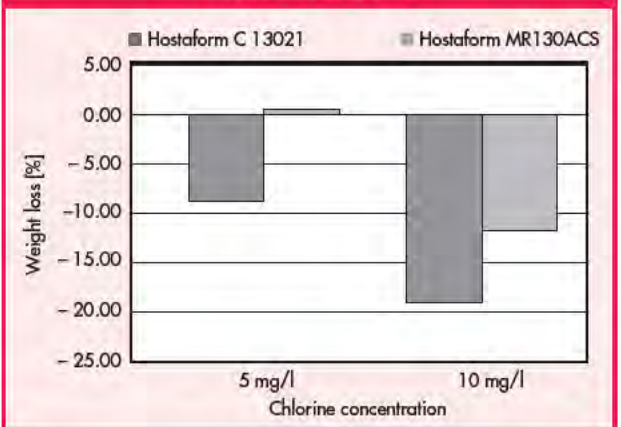


Fig. 59b · Relative change in the elongation at break of Hostaform C 9021 and MR130ACS after immersion in chlorinated water (60 °C/10 mg/l chlorine concentration); ISO 527 A and 1/4 test bars (4 mm/1 mm wall thickness)



Orienting tests with a chlorine solution with 5 mg/l free chlorine (according to the WHO recommendations, fig. 60) confirmed the test results.

Fig. 60 · Weight loss of Hostaform C 9021 compared to MR130ACS at 5 mg/l and 10 mg/l chlorine concentration after 2000 h immersion at 60 °C



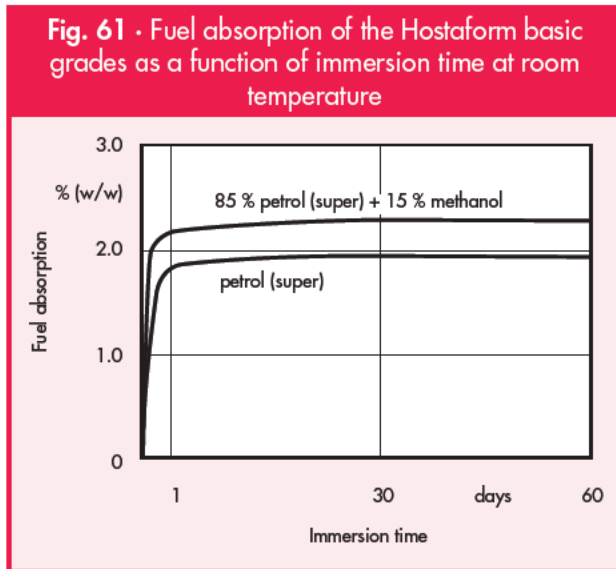
Compared to standard POM Hostaform MR130ACS demonstrates also a better resistance to highly active acidic cleaning agents. Further information you find in the Product Info “Hostaform® MR130ACS in contact with highly active acidic cleaning agents and chlorinated drinking water”, ordering no. TI-BR1014E.

4.3 Fuel resistance

4.3.1 Hostaform basic grades

The Hostaform basic grades are resistant to petrol (including fuels containing 15 to 20% methanol) and to diesel. They are not chemically attacked according to the definition in table 2.

In addition to chemical resistance, the degree of swelling is an important factor in assessing the suitability of Hostaform for use in contact with fuels. Fig. 61 shows the fuel absorption of the Hostaform basic grades in contact with super-grade petrol and a super-grade/methanol mixture (85/15) as a function of immersion time at room temperature. Saturation was reached at an absorption level of about 2% and was only slightly increased by the presence of methanol. The absorption process – as in the case of water – is reversible.



4.3.2 Reinforced grades

For the Hostaform matrix of the glass-fibre-reinforced grades, the same applies as for the basic grades, ie it is not chemically attacked by fuels and the only effect is slight swelling. However, contact with fuels – as with water – brings an initial decline in tensile strength due to attack on the glass fibre/Hostaform interface. The rate of this decline is temperature- and time-dependent. When this initial phase of decline is complete, the fuel causes no further loss in tensile strength.

4.3.3 Hostaform/elastomer blends

The change in weight of the high-impact grades Hostaform S 9064 and S 9244 after 120 days' immersion at 40 °C in a test fuel (DIN 51 604 A), methanol and diesel is compared with that of Hostaform C 9021 in fig. 62. In contact with diesel, both S grades behave in essentially the same way as C 9021; the slightly higher weight increase in contact with the test fuel (DIN 51 604 A) needs to be taken into account in component design. S 9064 is not resistant to methanol.

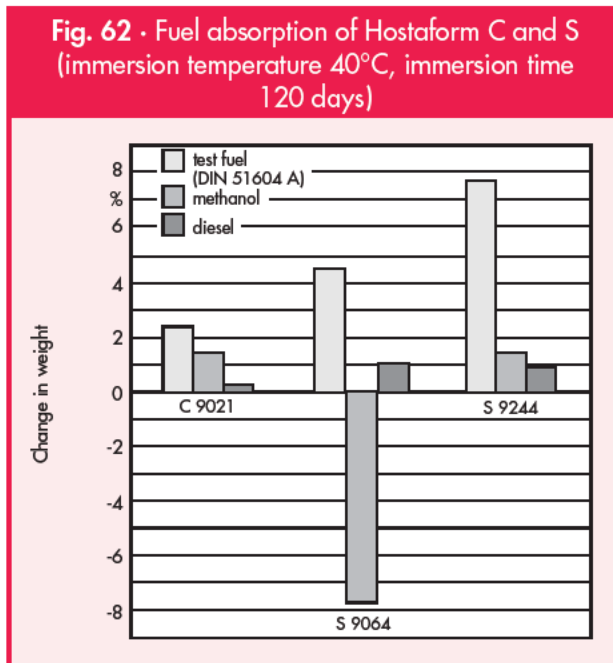
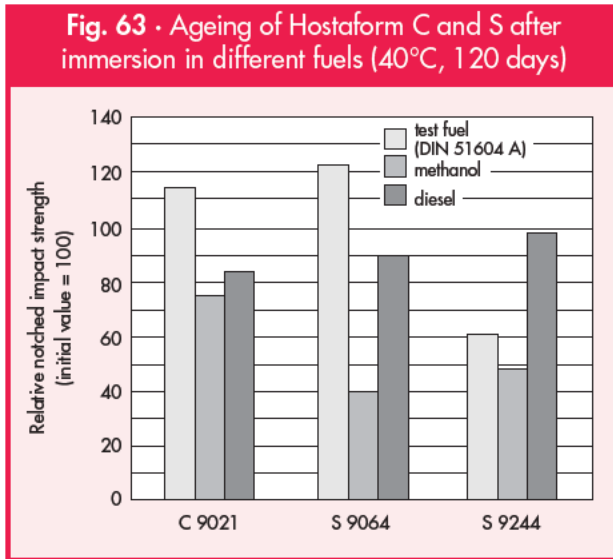


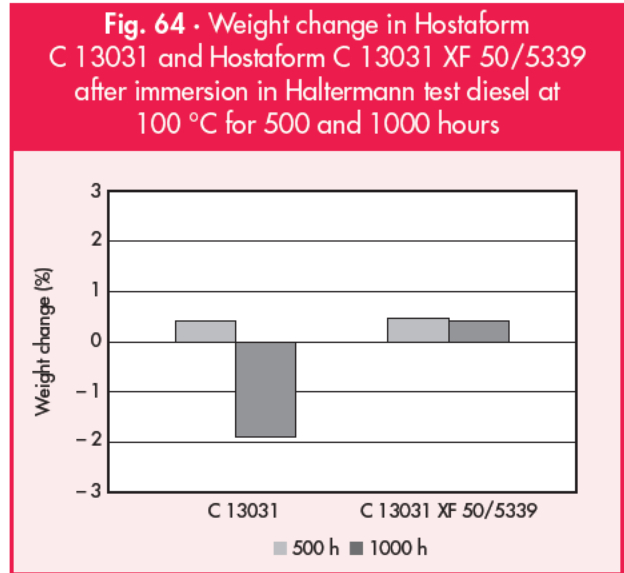
Fig. 63 shows the notched impact strength of the above grades after 120 days' immersion at 40 °C in the same media. It can be seen that, except in methanol, the heat ageing of Hostaform S 9064 corresponds to that of C 9021 while S 9244 has slightly lower fuel resistance, except in diesel.



4.3.4 Grades with increased hot diesel resistance

The introduction of diesel direct injection systems has led to a significant rise in fuel system temperature. As a result, the diesel is aged by the high temperatures of over 100°C and produces aggressive decomposition products. To meet these demanding requirements, Ticona has developed Hostaform grades that are more resistant to hot diesel: Hostaform C 13031 XF 50/5339 and the electrically conductive grade Hostaform EC140XF.

Fig. 64 shows the weight change in Hostaform C 13031 XF 50/5339 as compared with Hostaform C 13031 after immersion* in Haltermann test diesel at 100°C.



Before these grades are used, it is essential to conduct practical trials because the aging behavior of diesel fuel in a running engine is not defined.

* Test conditions:
 Fuel: Haltermann test diesel RF-73-A-93, test system with defined air contact, weekly fuel change, immersion temperature 100°C, standard tensile test bar as per ISO 3167.

4.4 Chemical properties

4.4.1 Chemical resistance

4.4.1.1 Hostaform basic grades

The Hostaform basic grades have high resistance to many organic and inorganic chemicals. Very few solvents are known which can dissolve the material below its crystalline melting point. One of these is hexafluoroacetone sesquihydrate. Hostaform withstands strong alkalis (for example 50% NaOH), even at high temperatures but is attacked by oxidizing agents and strong acids (pH < 4). A survey is given in table 2.

Generally speaking, Hostaform is not prone to environmental stress cracking.

Table 2: Chemical resistance of the Hostaform basic grades

The results were determined after a test period of 60 days on 1 mm-thick test specimens injection moulded from Hostaform C 9021. During the tests, the specimens were not under external stress.

The quoted ratings apply to all Hostaform basic grades. The reinforced and S grades may deviate from these in individual cases.

+ resistant	weight increase < 3% or weight loss < 0.5% and/or decrease in tensile strength < 15%
/ limited resistance	weight increase 3 to 8% or weight loss 0.5 to 3% and/or decrease in tensile strength 15 to 30%
- not resistant	weight increase > 8% or weight loss > 3% and/or decrease in tensile strength > 30%

Polyoxymethylene Copolymer (POM)

Substance	20°C	60°C	Substance	20°C	60°C
acetic acid (10%)*	+	+	ether (DAB 6)	+	+
acetic acid (80%)	/	-	ethyl acetate	/	/
acetone	+	/	ethyl chloride (DAB 6)	+	/
acetylene tetrabromide	/	-	ethyl glycol	+	/
ammonia (10%)	+	+	ferric chloride (10%)	/	-
ammonia, conc.	+	+	fixing bath solution (pH 5.4)	+	/
ammonium sulphate (10%) (pH 5.8)	+	-	fluorocarbons (partially halogenated)	-	-
benzene	/	/	fluorocarbons (perhalogenated)	+	+
benzene with 15 to 20% methanol	+	+	formaldehyde (40%)	+	+
butanol	+	+	formic acid (10%)*	+	-
butyl acetate	+	/	fuel oil EL	+	+
butyraldehyde	/	/	galbanum resin	+	-
butyric acid (1%)*	+	+	Genantin®/tap water 1:1 (+ 1% Donax® C, Shell)	+	
butyric acid (98%)	/	/	glacial acetic acid	/	-
calcium ammonium nitrate	+	+	glycerol	+	+
calcium chloride (10%)	+	+	glycol	+	+
calcium nitrate (10%) (pH 6.4)	+	+	glycol/distilled water 48:52	+	+
cananga oil	+	+	Grisiron® GBF 1 (5 g to 100 g H ₂ O)	+	+
carbon disulphide	+	+	hydrochloric acid (10%)	-	-
carbon tetrachloride	+	/	hydrogen peroxide (30%)*	+	-
chlorobenzene	/	/	hydroxycitronellal	+	+
chloroform	-	-	ink (Pelikan® ink, blue-black)	+	-
chromic acid (3%)	/	/	isopropyl alcohol	+	+
citric acid (10%)*	+	-	jet fuel JP 1 (Shell)	+	+
Clophen® A 60 (Bayer)	+	+	jet fuel JP 4 (Shell)	+	+
coffee (Nescafé®)	+	+	lactic acid (10%)*	+	/
Complezal® Typ Blau 12 + 12 + 17 + 2 (10%, pH 5.8)	+	+	lactic acid (90%)*	+	-
Complezal® Typ Gelb 15 + 15 + 15 (10%, pH 5.8)	+	+	lavender oil, highest-quality	+	+
Complezal® Typ NP 20 + 20 + 0 (10%, pH 5.7)	+	+	lemongrass oil	+	+
Complezal® Typ Rot 13 + 13 + 21 (10%, pH 5.4)	+	+	lime, chlorinated (approx. 10%)	-	-
copper sulphate (10%)	+	+	methanol	+	+
developer solution 1:100 (pH 10.4) (Rodinal® Agfa)	+	+	methyl acetate	/	/
developer solution 1:50 (pH 10.9) (Rodinal® Agfa)	+	+	methyl bromide	-	-
dibutyl phthalate	+	+	methyl ethyl ketone	/	/
diesel oil	+	+	methyl glycol	/	/
dimethyl phthalate	+	/	methyl glycol acetate	/	-
dioctyl sebacate	+	+	methyl isobutyl ketone	+	+
dioxane	/	/	methyl isopropyl ketone	+	+
engine oil BP HP 20	+	+	methylene bromide	-	-
engine oil SAE 40 (Caltex)	+	+	methylene chloride, technical	-	-
ethanol (96%)	+	+	mineral oil	+	+
			Mobil® oil SAE 20	+	+
			Mobil oil HD SAE 20 after 3000 km	+	+
			n-hexane	+	+
			natural gas	+	+
			nickel sulphate (10%)	+	+
			nitric acid (10%)	-	-



Substance	20°C	60°C
nitrogen phosphate (10%) (pH 5.1)	+	+
nitrous gases	-	-
oil of cloves	+	
olive oil	+	-
ozone	-	-
peat water (pH 3.7)	+	+
perchloroethylene	+	-
Persil® 59 (5%) (Henkel)	+	+
petrol, standard-grade	+	+
petrol/benzene mixture (super-grade petrol)	+	+
petroleum	+	+
petroleum fraction (boiling point 100 – 140°C)	+	+
phenol	-	-
phosphoric acid (25%)*	+	-
potassium hydroxide (caustic potash solution)	+	+
potassium permanganate (10%)*	+	+
rape oil nethyl ester	+	+
refrigerant R 134 a (System Reclin)	+	+
sea water (North Sea)	+	+
sodium bicarbonate (10%)	+	+
sodium bisulphite liquor (pH 4.5)	-	-
sodium carbonate (10%)	+	+
sodium chloride	+	+
sodium hydroxide (caustic soda solution)	+	+
sodium hypochlorite (bleaching solution, about 12.5% active chlorine)	/	-
sodium nitrate Hoechst® (10%) (pH 8.8)	+	+
sodium orthophosphate, monobasic (10%)	+	+
sodium orthophosphate, dibasic (10%)	+	+
sodium orthophosphate, tribasic (10%)	+	+
soya bean oil	+	+
sulphur dioxide gas	-	-
sulphuric acid (10%)*	+	-
sulphuric acid (50%)	-	-
tetrahydrofuran	/	/
Tetralin® (Henkel)	+	/
thiophene	/	/
toluene	+	+
transformer oil (Univolt® 36, Esso)	+	+
trichloroethylene	/	/
urine	+	+
water, distilled	+	+
xylene	+	+

4.4.1.2 Reinforced grades

The resistance ratings shown in table 2 apply to the polymer matrix. Since glass itself may be regarded as having adequate inertness to the chemicals listed there, the ratings given in the table may be deemed to apply to the reinforced grades as well. As already mentioned, however, the tensile strength of glass-fibre-reinforced Hostaform declines in contact with water or fuels; in fact this loss is apparent not only with the two media mentioned but with liquid media in general. Change in tensile strength is one of the rating criteria. If these criteria were to be strictly applied, glass-fibre-reinforced Hostaform would have different ratings. However, this only needs to be taken into account in applications where full retention of tensile strength is an essential requirement.

4.4.1.3 Hostaform/elastomer blends

Both components of Hostaform S, ie the matrix and the elastomer, contribute proportionally to its chemical resistance, which is why only generalizations are possible.

Hostaform S 9063, S 9064, S 27063 and S 27064 are resistant to fuels, ie non-polar hydrocarbons, but have only limited or no resistance to methanol, ie polar solvents; in addition to alcohols, this group includes ketones and esters. The behaviour of the above grades in water is described in section 4.2.2.

Hostaform S 9243 and S 9244 are swollen by fuels and their toughness declines somewhat with immersion time; they are however resistant to diesel. In contact with methanol, swelling is slight but again a decline in toughness occurs.

Our Hostaform Research and Development Department will be pleased to give further information.

* Because of the acid or oxidizing nature of these chemicals, trials are recommended before prolonged contact with Hostaform.

4.4.2 Gas and vapour permeability

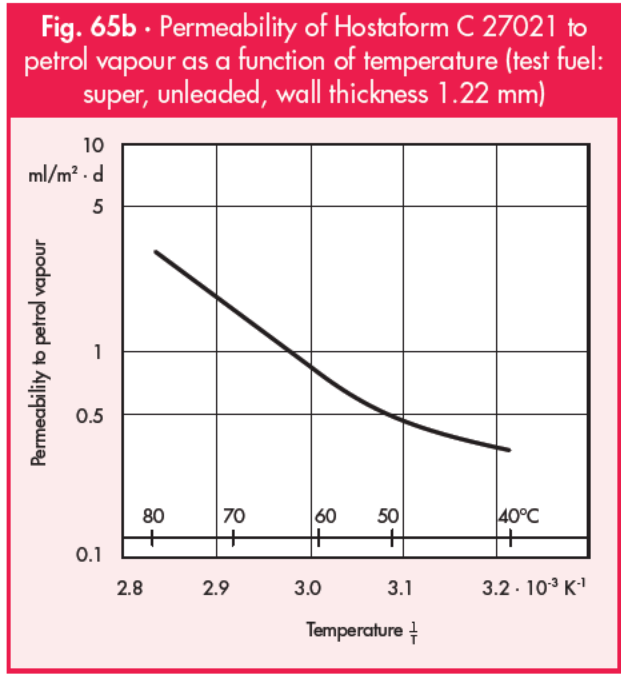
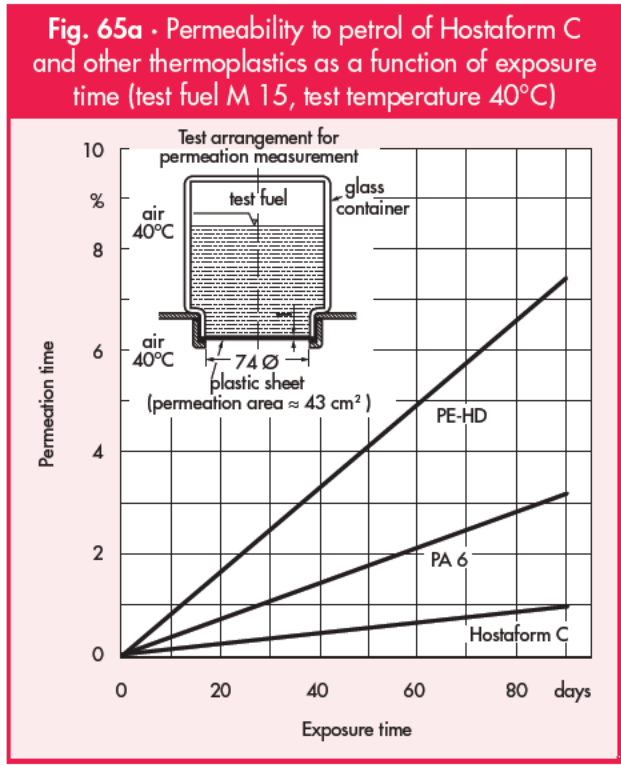
The permeability of containers made from the Hostaform basic grades to air and other gases is very low compared with values for other thermoplastics. These grades also have very low permeability to aliphatic and halogenated hydrocarbons.

The following permeability values were measured on 0.08 mm-thick film with a density of 1.405 g/cm³ at 23 °C:

oxygen	49 cm ³ (0 °C, 1 bar) m ² · d · bar
carbon dioxide	1110 cm ³ (0 °C, 1 bar) m ² · d · bar
water vapour	32 g/m ² · d (with a moisture gradient of 85%),
	on 3-mm thick sheets at 23 °C:
helium	7.0 cm ³ /m ² · d · bar

An internal test conducted by Ticona to determine permeability to petrol (fig. 65a) showed very low values for Hostaform C compared with those for PA 6 and PE-HD. The tests were carried out on 1-mm thick sheets at 40 °C. The dependence of petrol vapour permeability (super, unleaded) on temperature is shown in fig. 65b.

According to tests carried out by the Institut für Gastechnik, Feuerungstechnik und Wasserchemie (Institute for Gas and Fuel Engineering and Water Chemistry) at the University of Karlsruhe, Hostaform C is resistant to fuel gases and therefore suitable for use in the manufacture of gas fittings. As numerous storage tests have shown, Hostaform C is also very suitable for the production of aerosol containers requiring high mechanical strength, chemical resistance and aromaseal properties. In selecting products to fill these containers, the relatively high water vapour permeability of Hostaform should be taken into account.



4.5 Resistance to light and weathering

4.5.1 General

Polyacetals – like other plastics – are damaged over a period of time by exposure to weathering. The primary agent is UV radiation. This causes a white deposit of degraded material to form on the surface (“chalking”) with consequent loss of gloss and change in colour as well as a deterioration in mechanical properties. The smaller the wall thickness, the more rapidly these effects occur. The behaviour of the unstabilized Hostaform C grades on exposure to natural and accelerated weathering is described in [5].

Effective light stabilizer systems have long been available for Hostaform and are continually being further developed and optimized.

4.5.2 Light-stabilized grades

The addition of light stabilizers helps to delay degradation. Effective stabilization is provided by certain pigments, polymer-soluble light stabilizer systems and combinations of these. The effectiveness of light stabilizers is tested both by natural weathering and accelerated weathering with suitable lamps. Outdoor weathering tests can be carried out in a central European climate but southern Europe or California is preferred to reduce the testing time. The results obtained at different sites naturally differ and are not “interconvertible”.

Accelerated weathering equipment differs in the type of UV radiation source used (carbon arc or xenon lamp), radiation intensity and mode of operation (choice of filter, temperature, light/dark cycle, dry/wet). It is obvious then that there is no reliable correlation between results obtained from accelerated weathering – which differ in themselves anyway – and those from outdoor weathering.

Both weathering and light resistance can be tracked and evaluated by measuring mechanical properties and/or characterizing specimen surfaces as a function of exposure time. The large number of test parameters makes evaluation and particularly presentation of test results difficult.

Fig. 66 · Relative tensile strength of unstabilized and UV-stabilized Hostaform C as a function of weathering time

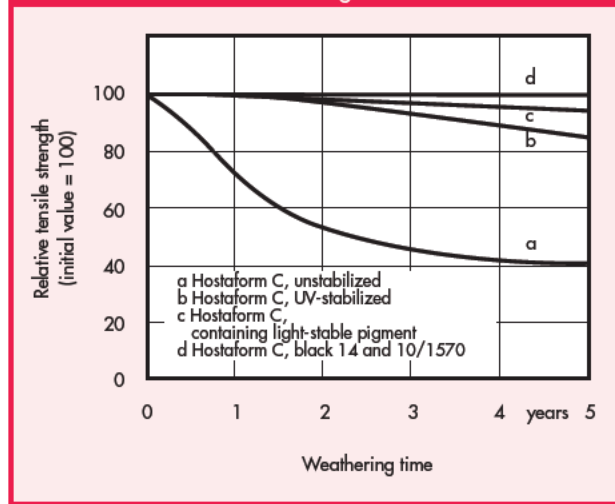
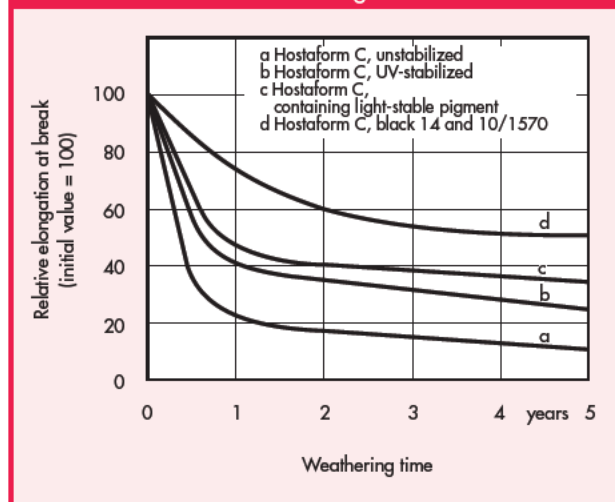


Fig. 67 · Relative elongation at break of unstabilized and UV-stabilized Hostaform C as a function of weathering time



4.5.2.1 Light stabilization with pigments

UV-radiation-absorbing pigments delay the light-induced degradation of polyacetals and thus have a stabilizing effect. Particular mention should be made of active carbon black and titanium dioxide. The most effective light stabilization is provided by the special formulation black 10/1570, followed by the colour formulations black 14, white 22 and grey 33. Service or special shades with sufficient content of carbon black and/or TiO₂ are also included among the light-stabilizing, pigmented formulations; information on these can be obtained from our Hostaform Research and Development Department. The behaviour under natural weathering conditions and artificial light of Hostaform C formulations stabilized in various ways is described in [6].

Figs. 66 and 67 show the mechanical properties of the Hostaform basic grades in various formulations as a function of weathering time in a central European climate. The beneficial effect of suitable pigments and carbon black on the retention of tensile strength (curves c and d as compared with a in fig. 66) can be seen. With all grades, elongation at break exhibits a greater change (fig. 67) but follows the same general curve as tensile strength.

In terms of mechanical property retention, the black formulations 10/1570 and 14 perform equally well; however, the special formulation black 10/1570 significantly reduces chalking as compared with black 14. This is not apparent from the graphs selected for presentation here.

Figs. 68 and 69 show the mechanical property curves for Hostaform S 9064, S 9244 and C 9021 in the black 10/1570 formulation after exposure to accelerated weathering in the Xenotest 1200. While the tensile strength of all grades is unchanged after 4000 hours' exposure, the elongation at break of the S grades has declined more than that of C 9021. Hence when it comes to toughness (strain), the S grades – even in the black 10/1570 formulation – are less UV-stable than the Hostaform basic grades.

Fig. 68 · Tensile strength (ISO 1/4 tensile test bar) of Hostaform C 9021, S 9064 and S 9244 in the black 10/1570 formulation as a function of exposure time in the Xenotest 1200

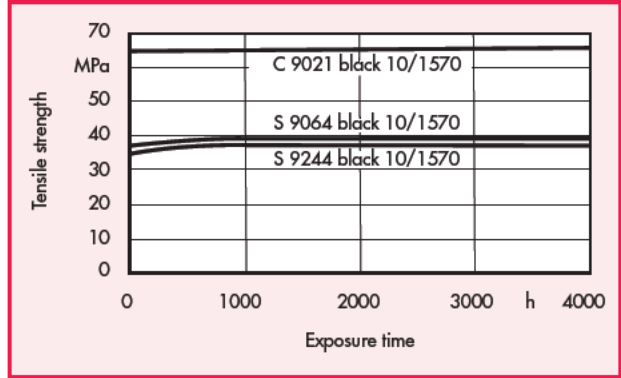
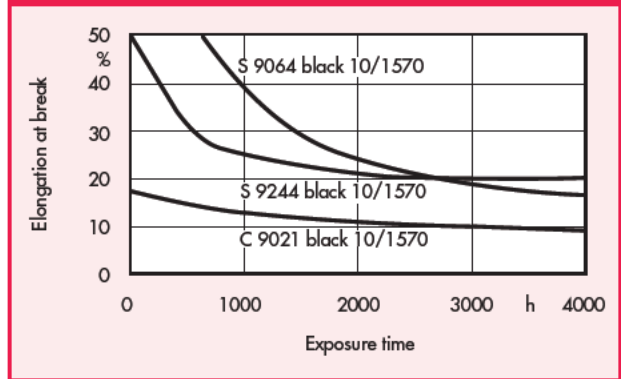


Fig. 69 · Elongation at break (ISO 1/4 tensile test bar) of Hostaform C 9021, S 9064 and S 9244 in the black 10/1570 formulation as a function of exposure time in the Xenotest 1200



4

4.5.2.2 Grades with soluble light-stabilizer systems

Unlike the pigments mentioned above, the substances generally known as light or UV stabilizers are soluble in polyacetals; they may therefore be used for natural or pigmented grades and are without exception combinations of UV absorbers and radical scavengers. Hostaform can be supplied with one of these light-stabilizer systems; this modification is indicated in the product designation with the suffix letters "LS", eg C 9021 LS, and has proved successful in many applications. The weathering behaviour of UV-stabilized Hostaform is shown in figs. 66 and 67, curves b; the improvement over unstabilized Hostaform, curves a, can be seen, particularly in relation to tensile strength retention, but it is also apparent that the UV-stabilizer system does not quite match the effectiveness of titanium dioxide or even carbon black. As already mentioned, these curves apply to mechanical properties but give no information on possible surface changes. In this aspect, too, the "LS" formulation, e.g. Hostaform C 9021 LS, offers improved performance. The first occurrence of microcracks in the surface is deferred without loss of natural colour until relatively long exposure times have elapsed.

4.5.2.3 Pigmented grades with soluble light-stabilizer systems

The weathering stability (always a relative term) of pigmented Hostaform grades containing UV-stabilizer systems depends on the effectiveness of the light stabilizers added and in some cases on the stabilizing effect of the pigments used. The basis for evaluating the behaviour of polyacetals in outdoor or accelerated weathering tests has recently shifted away from determination of mechanical property retention to assessment of surface changes arising as a result of exposure to light (colour retention, occurrence of microcracks). In addition, test conditions have become more rigorous and black-pigmented mouldings have been rejected in favour of colour-pigmented, UV-stabilized materials. Pigmented Hostaform basic grades in "LS" formulation (= light-stabilized) meet requirements for applications in automotive interiors. This applies not only to dark, opaque shades but also to white and bright red for instance.

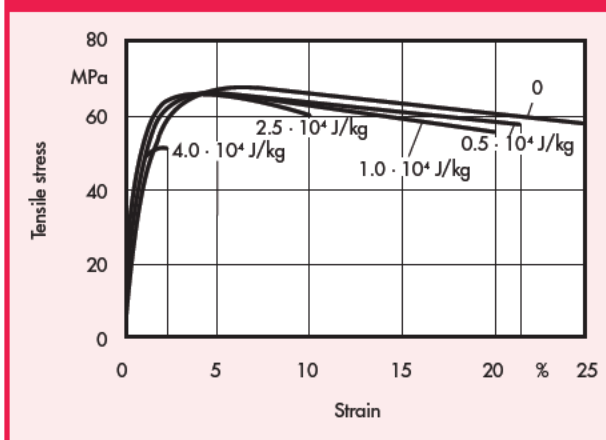
For impact-resistant components exposed to weathering, Hostaform S 27072 WS black 10/1570 is recommended (WS = weathering-stabilized); this grade meets requirements for exterior car body parts.

4.6 Resistance to high-energy radiation

Mouldings made from polyacetals should not be used where the total radiation dose exceeds about $3 \cdot 10^4$ J/kg. At higher exposure levels, mouldings become discoloured and brittle.

Fig. 70 shows stress-strain curves for Hostaform C at various dosage levels. It can be seen that tensile stress at yield remains practically constant up to a dose of $2.5 \cdot 10^4$ J/kg, whereas the increasing brittleness of the test specimens is particularly evident in the decline in elongation.

Fig. 70 · Stress-strain curves for Hostaform C as a function of radiation dose



Polyoxymethylene Copolymer (POM)

When sterilizing plastic vessels and containers with ionizing radiation, a dose of $2.5 \cdot 10^4$ J/kg is used. This dose alters the strength of Hostaform C only minimally but through degradation reactions it leads to an appreciable decrease in elongation at break (see fig. 67) and hence also toughness. For this reason, and to avoid the risk of uncontrolled exposure to higher doses, superheated steam or ethylene oxide should be used in preference to gamma radiation for the sterilization of Hostaform.

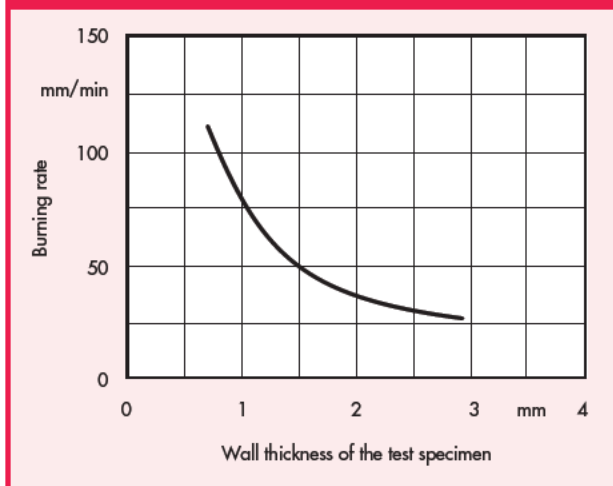
4.7 Flammability

Polyacetals ignite on exposure to flame, continue to burn with a pale blue flame when the ignition source is removed and drip as they burn. When extinguished or if they continue to smoulder, they give off acrid-smelling formaldehyde.

According to the UL 94 flammability test, Hostaform is classified as “HB”. It is not possible to produce a formulation with the classification “V-O”.

The burning rate determined on Hostaform sheet > 1 mm thick is below the maximum allowed by FMVSS 302 (fig. 70a).

Fig. 70a · Burning rate of Hostaform C according to FMVSS 302, as a function of specimen wall thickness



4.8 Toxicological assessments

4.8.1 Assessment concerning food contact legislation

National regulations of EU member states governing the use of plastics in contact with food are at present being harmonized by the European Union.

The framework regulation 2004/1935/EC (replacing: EU-Directive 89/109/EC) is the basis for food contact regulation in the EU, with polymers being regulated by Directive 2002/72/EC (replacing: 90/128/EC) and its amendments: 2004/1/EC, 2004/19/EC und 2005/79/EC which are implemented into German food contact law through the German Bedarfsgegenstände-Verordnung (BGVO = consumer goods ordinance).

According to these regulations, polymers can be used for food contact applications as defined in the revised version of the German Food and Consumer Articles (food contact) Law (Lebensmittel- und Bedarfsgegenständegesetz or LMBG), provided that:

- the monomers / starting materials used are listed in the german food contact regulation (Bedarfsgegenstände-Verordnung = BGVO)
- migration of substances from the article into the food do not exceed the limits specified in the BGVO
- the articles are suitable for their intended use and
- the finished products do not impart odour or taste to food.

Additives which are not yet regulated by EU-law will continue to be covered by national law until they will be inserted into suitable EU Regulation. In Germany, those additives are regulated by the Recommendations of BfR (Bundesinstitut für Risikobewertung = Federal Institute for Risk Assessment), e.g. concerning Hostaform: Recommendation XXXIII “Acetal resins”, where applicable, Recommendation IX “Colorants for the coloration of plastics and other polymers for consumer articles” and LII “Fillers . . .”.

In the EU assessment of the health of polymers under food legislation varies from one country to another until full harmonization is achieved.

We will be pleased to answer specific inquiries to the best of our knowledge.

*Polyoxymethylene Copolymer (POM)***4.8.2 Pharmaceutical/medical applications**

In order to meet the particularly high standards for materials used in medical engineering, and to be able to comply with legal requirements varying from one country to another, Ticona has specially tailored a number of engineering polymers for healthcare applications.

Hostaform MT grades are equipped with special characteristics to meet the specific requirements of medical applications. The existing benefits of polyacetal, such as high toughness, hardness and stiffness, excellent friction and wear properties, low water absorption, are supplemented by distinguishing features regarding material quality, conformance, and availability. Extensive testing of each individual lot demonstrates material purity and property consistency. At the same time a new standard of quality assurance is established.

The following grades are available:

Grade	Description
MT 2U01	unreinforced stiff flowing grade
MT 8U01	unreinforced standard grade
MT 12U01	unreinforced standard grade, medium flowability
MT 12U03	unreinforced, improved strength
MT 24U01	unreinforced, best flow properties
MT 8R02	modified friction properties, low noise
MT 12R01	modified friction properties
MT 8F01	PTFE modified
MT 24F01	PTFE modified, improved flowability
MT 8F02	highly PTFE modified for low speed sliding
MT 24F02	highly PTFE modified, improved flowability

For approvals in the US, the above mentioned product grades are listed in Drug Master File No. 11559.

Hostaform MT8U01 and MT 24U01 were tested according to United States Pharmacopoeia (USP) XXIII and meets the following test requirements:

- USP Biological Class VI
(extraction temperature 70 °C, for 24 h)
- USP Physico-Chemical
(extraction temperature 70 °C, for 24 h)
- Cytotoxicity
(extraction temperature 37 °C, for 24 h).

Ticona does not support the use of its plastics for implant applications. Irrespective of the position as regards responsibility, Hostaform should not be used for permanent implants because of the risks involved.

For further information please ask for our brochure “New Polymer Grades for Medical and Laboratory Engineering” (B 281 E) or contact us directly.

5. Processing

Hostaform may be run on all standard processing machinery for thermoplastics, such as injection moulding machines, extruders, injection and extrusion blow moulding machines and compression moulding machines. Pretreatment is not generally necessary but where through poor storage arrangements the product has been exposed to a damp atmosphere or has been in contact with water, it has to be dried at 100 to 120 °C in a circulating air oven for about 3–6 hours, depending on layer depth (which should not exceed 40 mm).

5.1 Safety recommendations

General safety precautions during processing

In processing Hostaform, extraction hoods should be installed immediately above the machinery. The melt temperature should not exceed 240 °C, depending on the permissible residence time in the cylinder (fig. 42) (recommended processing temperatures given in section 5.2.2). When subjected to excessive thermal stress or residence time in the cylinder, Hostaform is decomposed with liberation of formaldehyde. This gas has a pungent odour and irritates the mucous membranes.

In addition, the pressure of the gaseous decomposition products if the nozzle is obstructed or frozen may be so great that relief through the feed opening of the machine is sought. Should this not be possible, there is a risk that the rising pressure could cause damage to the machine and injury to operators. It is therefore important to ensure that injection nozzles or extruder orifices are never, for example, blocked by plugs of frozen material.

Should thermal degradation in the cylinder be suspected or determined, the material should be run out with the heating switched off. It is advisable to immerse severely degraded material in water to prevent unnecessary odour nuisance.

Hostaform is immiscible with most other thermoplastics; if these should contaminate the material they will lead, even in small quantities, to inhomogeneous mouldings. Special care should be taken with thermoplastics which have a decomposing effect, particularly PVC; since this polymer can induce a severe decom-

position reaction, even in low concentrations, PVC-contaminated Hostaform should on no account be processed.

Hostaform, like many other organic materials, is combustible. It is in the interests of the manufacturer when storing, processing or fabricating plastics to take the necessary fire precautions. Special fire prevention requirements may apply to certain end products and fields of application.

Statutory safety regulations vary from one country to another and local national requirements should always be met. It is the responsibility of the raw material processor to ascertain and observe these requirements. Important notes are contained in the safety data sheets, which we will be pleased to supply on request.

In Germany at the present time, a maximum permissible formaldehyde concentration at the workplace (MAK value) of 0.5 ppm is stipulated.

The MAK value is the average of a number of measurements spread over a working day or a shift. These can be carried out with a Dräger gas detector*) and the appropriate “Formaldehyde 0.2/a” measuring tube. The samples should be taken close to the operator at head height. More details are given in the MAK value lists, which are revised every year and can be obtained for example from the German employers’ liability insurance associations (Berufsgenossenschaften).

Starting up empty machines

The cylinder temperatures are set to about 200 °C. After the plasticizing cylinder has been filled, a few shots are ejected into the open. Particular attention must be paid to nozzle temperature. If this is too low, the melt will freeze and block the nozzle.

Short- and long-term interruption of moulding cycles

When the cycle is only briefly interrupted, cylinder temperatures should be reduced slightly but the nozzle temperature may be maintained.

*) Drägerwerk AG, D-24116 Lübeck, Germany

Polyoxymethylene Copolymer (POM)

When the moulding cycle is interrupted for longer periods, the procedure to be adopted is as follows:

- stop granule feed
- switch off cylinder and nozzle heating
- disconnect cylinder from mould
- eject melt fully from cylinder.

Restarting the machine with Hostaform

Heat up the machine and set the cylinder temperature to 150–160 °C. Increase the nozzle temperature to 200 °C and the cylinder temperature by stages to 190 °C. It is important to ensure that the nozzle is not blocked by a plug of frozen material.

As soon as the correct temperature has been reached and the moulding material uniformly heated, a few shots are ejected into the open at low screw advance rate.

When the material is flowing freely, it may be injected into the mould as soon as the final processing temperature has been set.

Changing from another thermoplastic to Hostaform

Thermoplastics requiring higher processing temperatures, such as polyamide or polycarbonate, must be completely removed from the machine by purging with a polyolefin before the machine can be charged with Hostaform. In the same way, plastics unstable at Hostaform processing temperatures and particularly those whose decomposition products promote degradation of Hostaform (for example polyvinyl chloride) must also be completely removed by a polyolefin purge. The detailed procedure to be adopted is as follows:

- the cylinder heaters are set at the processing temperature for the thermoplastic
- after it has been thoroughly heated the melt is ejected into the open

- an easyflowing polyolefin is forced through in rapid shot sequence until the previous thermoplastic has been completely removed
- the cylinder and nozzle temperatures are set to 200 °C. With the mould disconnected, residual polyolefin in the cylinder is purged with the aid of Hostaform. Once the Hostaform melt is free of all polyolefin, injection moulding may be commenced.

In cases of doubt, the preferred method is to remove the screw and carry out mechanical cleaning.

Changing from Hostaform to another thermoplastic

At a melt temperature of about 200 °C, Hostaform is purged from the cylinder into the open with the aid of an easyflowing polyethylene.

The cylinder temperatures are then set to the appropriate level for processing the required thermoplastic and the operation is continued in the usual way. The directions set out above apply, *mutatis mutandis*, to extrusion processing.

5.2 Injection moulding

5.2.1 Machine requirements

Hostaform may be processed on all standard injection moulding machines in current use, except for vented machines.

Special screws have not generally proved necessary, ie it is sufficient to fit the machine with standard screws in accordance with the manufacturer's recommendations. For processing glass-fibre-reinforced Hostaform, it is advisable to use a wear-resistant version of the injection moulding unit such as most machinery manufacturers supply these days as a normal option in their range.

Processing Hostaform on hot-runner moulds is state-of-the-art technology. It should be noted, however, that not all systems on the market are equally suitable.

5.2.2 Processing conditions

Hostaform is no problem to process. Machine settings for the production of optimum moulded parts – including precision injection mouldings – are discussed in the following sections. The settings are detailed in fig. 71. Guidance on start-up, shutdown and changeover of material is given in section 5.1.

Further information you will find in the booklet “Processing Guide Hostaform”, TI-BR 1022 DE.

Cylinder temperatures/melt temperature

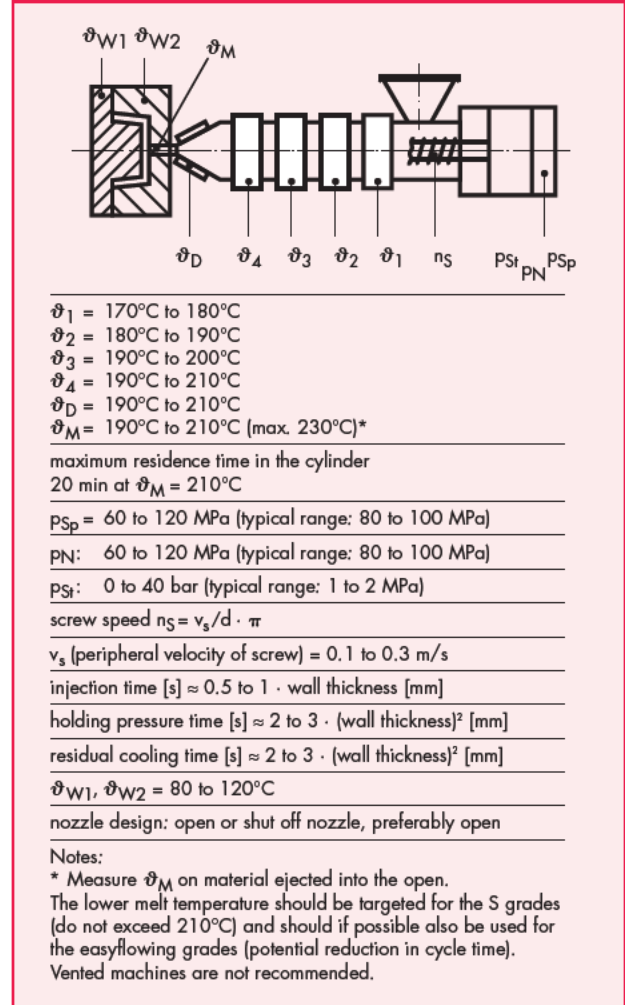
The melt temperature range is between 190 and 230 °C. Optimum processing temperatures are between 190 and 210 °C. With the impact-modified grades, an effective melt temperature of 210 °C should not be exceeded.

These temperatures can be measured manually in the space in front of the screw tip by inserting a probe. Deviations from the setpoint value should normally be corrected by adjusting the cylinder and nozzle heating. Melt temperature should always be monitored in this way because the melt temperature sensors in the injection moulding machine do not usually show the actual temperature of the melt.

The required melt temperature is achieved through cylinder heating (external heat supply) and friction (heat generated by internal and external friction resulting from rotation of the screw and back pressure).

The proportion of shear and frictional heat in the total heat supply should be kept as low as possible with Hostaform and hence careful control of screw speed and temperatures is essential (see below). Fig. 72 shows the peripheral screw speed as a function of screw for various screw diameters. With standard screws, peripheral speeds of 0.1 to 0.3 (0.5) m/s should not be exceeded. Suggested temperature settings are given in fig. 71.

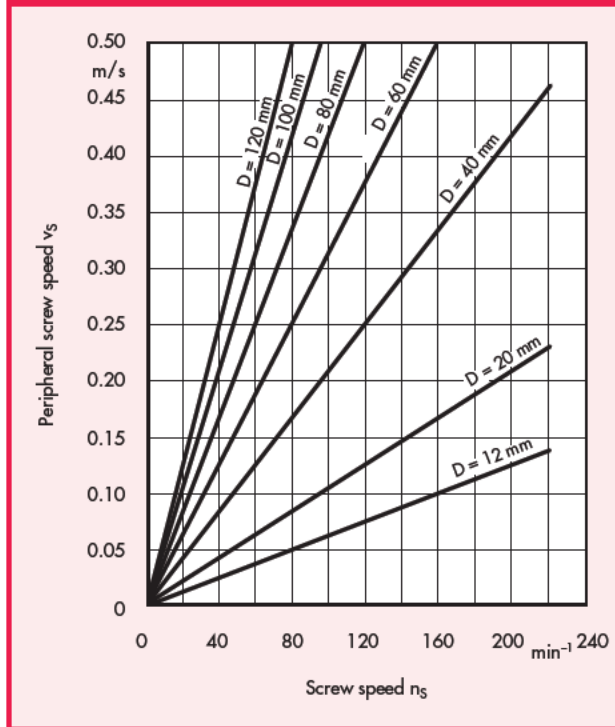
Fig. 71 · Typical injection moulding conditions for Hostaform



Mould wall temperatures

The mould wall temperature can be chosen within the 80 to 120 °C range. For engineering components, the optimum mould wall temperature is about 90 °C and for precision components 120 °C. For processing the impact-modified grades, a mould wall temperature of $\vartheta_w \leq 80^\circ\text{C}$ is recommended.

Fig. 72 · Peripheral screw speed v_s as a function of screw speed n_s and screw diameter D



Injection pressure/holding pressure

Injection and holding pressures are necessary to force the melt into the mould cavity and to compensate at least partially for the volume contraction which takes place when the melt freezes. The required injection pressure is dependent on melt viscosity, the flow path/wall thickness ratio and the type of gate. It is normally 60 to 120 MPa.

For the manufacture of precision mouldings, it has generally proved an advantage for the injection pressure and holding pressure to be equal. This results in minimum variation in the dimensions and weights of the mouldings. A melt cushion is required to compensate for volume contraction and maintain the pressure in the mould. The melt cushion amounts to about 1/10 of the shot volume.

Just as important as the injection and holding pressure to be used is the time during which the pressure is effective. The holding-pressure time must be such that while the material in the gate cross-section remains plastic, sufficient melt can be forced into the mould cavity to compensate for volume contracting during cooling.

The required holding-pressure time is determined by increasing the time while maintaining a constant overall cycle time. The weights of the moulding in each shot sequence are determined. If the weight remains constant despite longer holding-pressure time, the correct holding-pressure time in this case has been achieved, provided the gate cross-section is adequately dimensioned. In most cases, holding-pressure time amounts to more than 40% of total cycle time.

The screw advance rate (injection rate) should be set only high enough for the mould cavity to be filled completely so that no sink marks occur. For thin-walled mouldings, rapid injection gives the best results whereas with increasing wall thickness slower rates are preferred. With increasing screw advance time (slower injection rate), there is a noticeable increase in the toughness of the moulded article. Perfect filling must however be ensured.

5.2.3 Flow properties and flow path length

To characterize the flow behaviour of Hostaform, use is made of the melt mass-flow rate MVR 190/2.16 in accordance with ISO 1133 and the length of a spiral injection moulded under defined conditions. The Hostaform range at present covers an MFR spread of 1 to 40 cm³/10 min and hence meets the requirements of all current production processes. Since choice of the most suitable Hostaform grade depends on the processing method and, in the case of injection moulding,

also on the design of the moulded part and mould (wall thickness, flow path length), the melt mass-flow rate is an important product characteristic and so forms the basis for grade nomenclature and organization of the product range.

Fig. 73 · Flow path length l (spiral flow test) of most Hostaform grades, spiral section thickness 3 mm, injection pressure 100 MPa, melt temperature 205°C, mould wall temperature 80°C

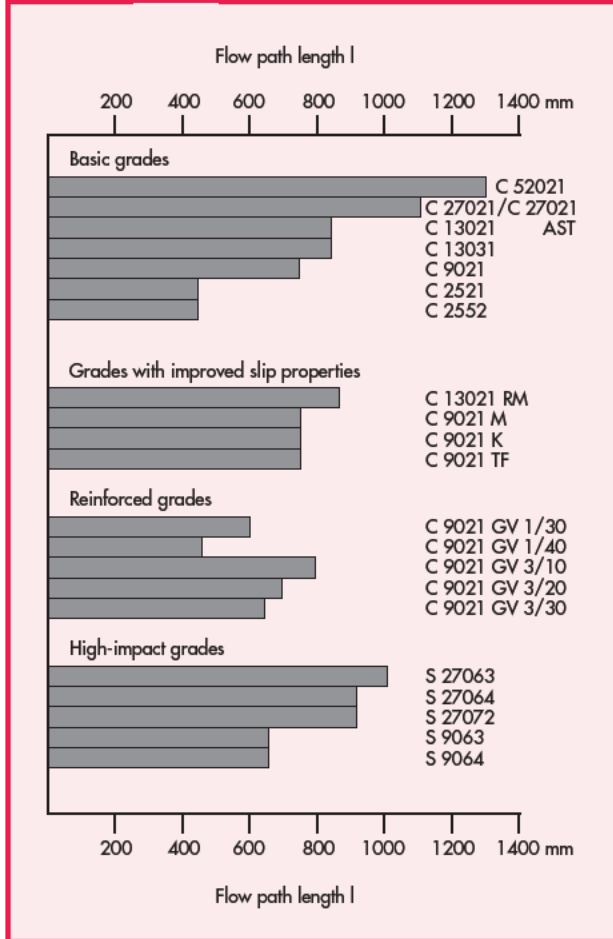


Fig. 73 shows the flow path length of most Hostaform grades with a section thickness of $s = 3$ mm under the same processing conditions.

Fig. 74 plots spiral flow length (at a melt temperature of 205 °C, a mould temperature of 80 °C and an average injection pressure of 100 MPa) against the melt different spiral section thickness.

Fig. 75 shows viscosity η as a function of shear rate $\dot{\gamma}$ at different melt temperatures for the easyflowing grade Hostaform C 27021 and the extrusion grade Hostaform C 2521. The range indicated approximately covers the conditions prevailing in extrusion and injection moulding.

Fig. 74 · Flowability of the Hostaform C basic grades at various test spiral section thicknesses

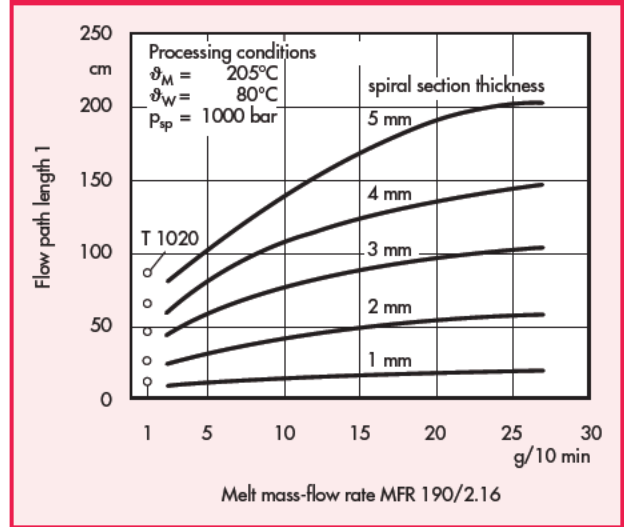
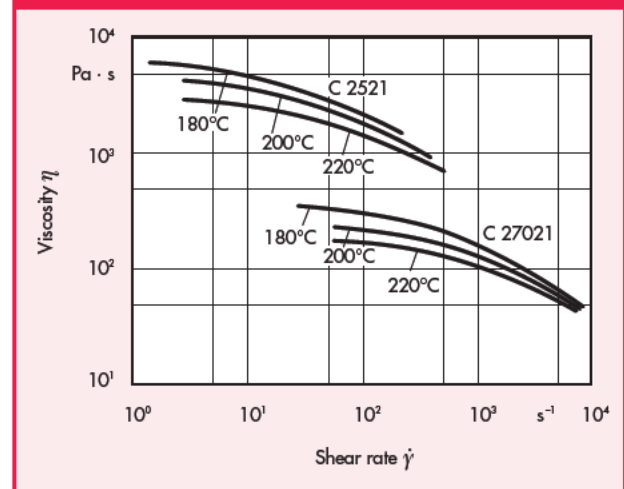


Fig. 75 · Viscosity η as a function of shear rate $\dot{\gamma}$ for Hostaform C 27021 and C 2521



5.2.4 Shrinkage

In defining shrinkage, a distinction is made between mould shrinkage MS and after-shrinkage AS. The sum of mould shrinkage MS and after-shrinkage AS is described as total shrinkage TS, figs. 76 to 78.

Note: Shrinkage is measured on test plaques (60 mm x 60 mm x wall thickness) in the flow and transverse directions. The shrinkage result obtained might thus be termed “flat-area” shrinkage. In the case of relatively thick-walled mouldings, higher values must be assumed!

Fig. 76 · Total shrinkage TS of Hostaform as a function of wall thickness s ($\vartheta_W = 90^\circ\text{C}$, $p_{Sp} = p_N = 1000 \text{ bar}$, $\vartheta_M = 205^\circ\text{C}$)

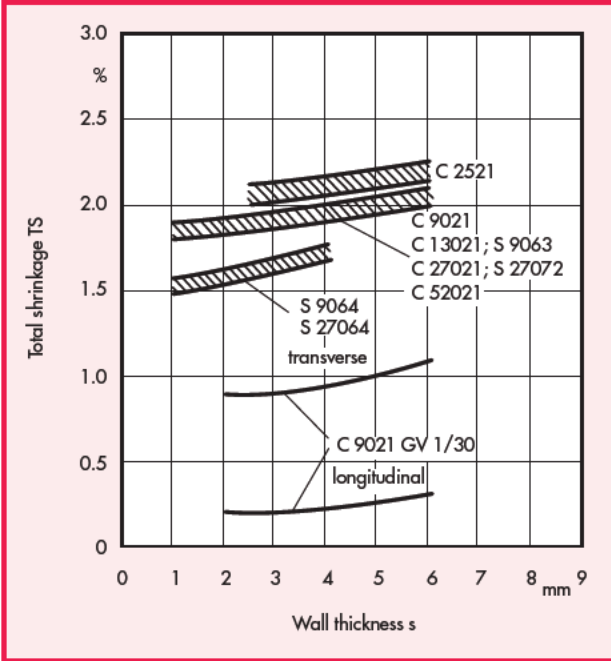


Fig. 77 · Total shrinkage TS of Hostaform C 9021 G (modified with PE-UHMW), S 9243 and S 9244 as a function of wall thickness s ($\vartheta_W = 90^\circ\text{C}$, $p_{Sp} = p_N = 1000 \text{ bar}$, $\vartheta_M = 205^\circ\text{C}$)

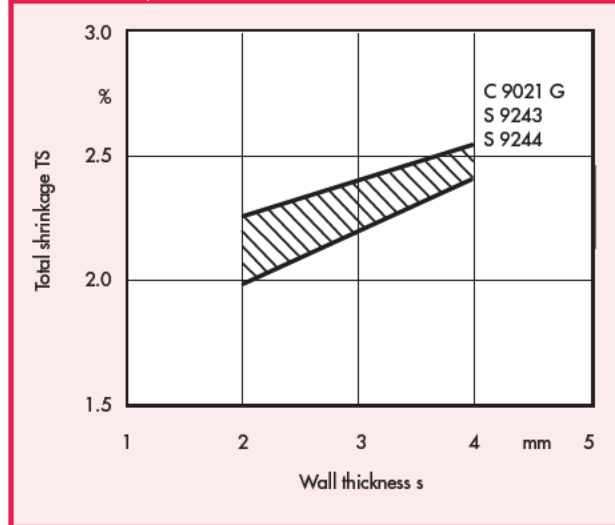
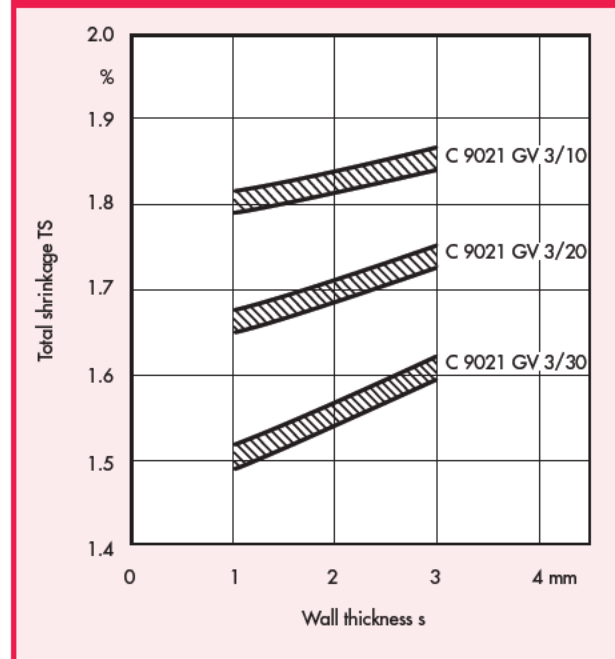


Fig. 78 · Total shrinkage TS of glass-sphere reinforced Hostaform grades as a function of wall thickness s ($\vartheta_W = 90^\circ\text{C}$, $p_{Sp} = p_N = 1000 \text{ bar}$, $\vartheta_M = 205^\circ\text{C}$)

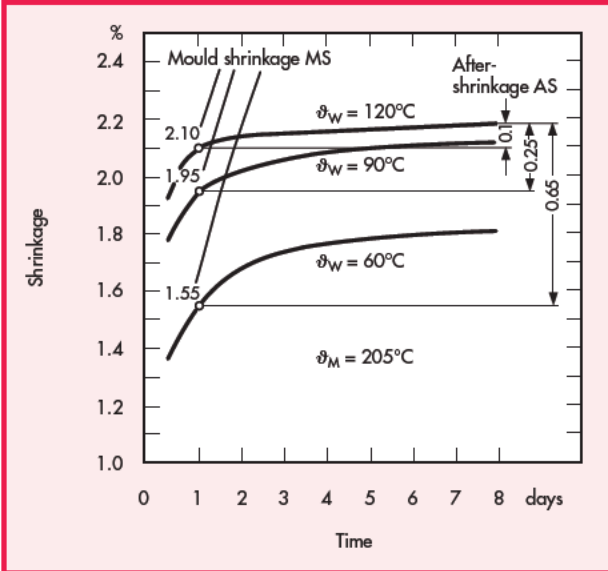


Shrinkage is a key factor in the dimensional accuracy of a moulding and – particularly when there is differential shrinkage in a moulded part – can lead to warpage. It can also have an effect on the nature and level of internal stresses and on the design strength of a moulding, especially if shrinkage is restricted.

All shrinkage phenomena are dependent not only on the plastic itself but on a variety of factors related to processing, application and design. Hence in a brochure describing material properties, it is only possible to quote guide values. The most important variables which influence shrinkage properties are:

Mould wall temperature: with increasing mould wall temperature ϑ_w , mould shrinkage MS increases but after-shrinkage AS decreases (fig. 79). This fact, which is of great importance for precision injection moulding, means that mould wall temperature must be as high as possible to ensure dimensionally stable mouldings (low after-shrinkage). In consequence, greater mould shrinkage has to be accepted.

Fig. 79 · Moulds shrinkage MS and after-shrinkage AS of Hostaform C 9021 as a function of time and mould wall temperature



Pressure: during injection moulding the moulding material is exposed to different pressures such as injection pressure, holding pressure etc. Generally speaking, with increasing pressure, mould shrinkage and total shrinkage decrease (fig. 80). This means it is possible during processing to carry out small shrinkage (dimensional) adjustments by changing the injection/holding pressure which determines mould cavity pressure. But assuming optimum holding pressure, the mould cavity pressure has practically no effect on the amount of after-shrinkage to be expected.

Flow path length: with increasing flow path length, mould cavity pressure drops. Because of this pressure drop, mould shrinkage and total shrinkage in areas remote from the gate are generally greater than in the gate region. However, there is practically no change in after-shrinkage.

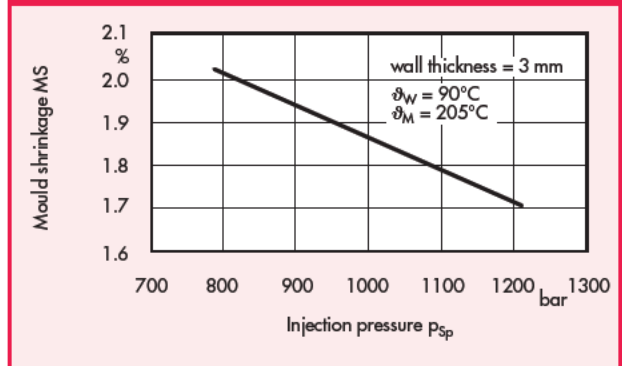
Thickness of the moulding: with increasing moulded part thickness, mould shrinkage also increases [14]. This higher mould shrinkage with greater wall thickness can lead to warpage if the moulded part exhibits significant wall thickness differences.

Filler orientation: while the Hostaform basic grades exhibit only a negligibly small difference between longitudinal and transverse shrinkage, glass-fibre-reinforced Hostaform shrinks much less in the flow direction (because of glass-fibre orientation) than in the transverse direction, fig. 76.

To obtain warp-free mouldings, the aim should be to restrict differential shrinkage to a minimum.

Differential shrinkage is negligible in the case of grades with improved slip properties (eg Hostaform C 9021 K), the impact-modified grades (eg Hostaform S 9063) and the glass-sphere-reinforced grades (eg Hostaform C 27023 GV 3/30).

Fig. 80 · Mould shrinkage MS of Hostaform C 9021 as a function of injection pressure



The mould shrinkage MS of the grades with improved slip properties closely approximates to that of the basic grade Hostaform C 9021. Small differences can be offset by varying the injection/holding pressure.

The total shrinkage of the impact-modified grades is shown in figs. 76 and 77 and that of the glass-sphere-reinforced grades in fig. 78.

Polyoxymethylene Copolymer (POM)

When planning a step-by-step programme of

- moulding design
- mould design
- mould construction
- mould proving,

allowance should always be made for changes such as modification to the mould, since shrinkage-induced dimensional or design deviations in a moulding are frequently inevitable. Attempts to use mathematical models to predict mould shrinkage as accurately as possible have so far proved unsuccessful. The same applies to predicting fibre orientation in reinforced thermoplastics. Practical experience with the actual part is thus the most valuable guide.

5.2.5 Gate and mould design

The quality of a plastics moulding in terms of its suitability for a particular application is basically determined by the following factors:

- properties of the moulding material
- processing of the moulding material
- design of the moulded part [15].

Only optimization of all three factors will ensure a high-quality moulding. This requires close cooperation between the material manufacturer, designer and end user.

Processing involves the machine, mould and temperature control units. For mechanical, thermal and rheological design of a mould, modern mathematical methods are used in critical cases to back up the practical experience which is so necessary. The same applies to the design of complicated mouldings.

It is often possible to predict whether a moulding will match up to requirements (which should be comprehensively known) with the aid of materials science but trials which simulate practical conditions as closely as possible should always be carried out to demonstrate serviceability. Component testing under practical (or simulated) conditions should be accorded the greater importance [14].

Hostaform can be processed without any problem on hot-runner moulds [16, 17]; it should be remembered, however, that not all systems are equally suitable. It is advisable to heed the experience of the system suppliers.

The type of gate and its location in the mould are determined by various factors such as

- wall thickness
- flow path
- flow direction
- weld lines
- sink marks.

The size of the gate depends on the wall thickness of the moulding. If the gate is too large, cooling time and hence cycle time may be unacceptably long.

An undersized gate may cut short the holding-pressure time through freezing effects or cause excessive shear heating of the melt.

As a rough guide, the gate diameter should be about 2/3 of maximum wall thickness. The gate should be located in the area of greatest wall thickness in the moulding.

With submarine and pinpoint gates, no finishing is required.

Sprue and diaphragm gates require finishing and generally leave a clearly visible mark on the moulding surface.

5.2.6 Precision injection moulding

Injection moulded components with very close dimensional tolerances such as those used in the watch-making and office machinery industries or generally in the field of precision engineering are produced by what is known as the precision injection moulding method.

Optimization of machine settings

Machine settings for the injection moulding of precision components are optimized in accordance with the start-up procedure shown in fig. 82. An indispensable aid is a precision balance with an accuracy of 1/100 to 1/1000 g. Generally speaking, the cylinder temperatures and the nozzle temperature ($\vartheta_1, \vartheta_2, \dots, \vartheta_D$) are set on the temperature controllers to provide a steady rise in temperature from the feed zone to the nozzle. A typical temperature profile would be:

$$\begin{aligned}\vartheta_1 &= 170^\circ\text{C} \\ \vartheta_2 &= 180^\circ\text{C} \\ \vartheta_3 &= 190^\circ\text{C} \\ \vartheta_4 &= 200^\circ\text{C} \\ \vartheta_D &= 210^\circ\text{C}.\end{aligned}$$

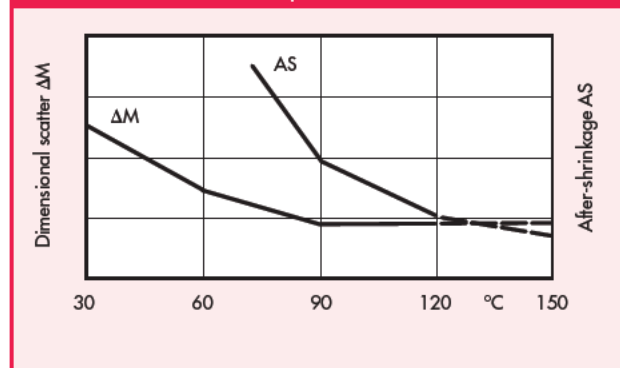
The screw speed (n_s) is set as shown in fig. 69 in accordance with screw diameter and peripheral screw speed v_s , which may be anything between 0.1 and 0.3 m/s. The specific back pressure (p_{st}) should be between 0 and 20 bar. This serves both to improve melt homogeneity during plasticization and to increase the internal supply of heat due to friction and shear effects. The injection pressure p_{sp} should equal holding pressure p_N and be between 600 and 1200 bar, depending on the trial series. The injection time t_s is dependent among other things on the wall thickness of the moulding. For thin sections it is short and becomes longer as section thickness increases. Cooling time t_K and changeover time t_p are set according to empirical values. The mould clamping force F is dependent on injection pressure, the projected area of the moulding(s) and runner system and on the injection rate. It should be sufficient to prevent the mould from being forced open (formation of flash). ϑ_{T1} and ϑ_{T2} are the temperatures on the temperature control unit. They should be set so that the mould wall temperature ϑ_W is 120°C . The metering stroke s_D and melt cushion s_p are determined by the size of the moulding.

When all the settings have been made, the machine is started up and after about 30 cycles each moulding is weighed. If the weight remains constant within the permitted scatter range for 10 cycles then it can be assumed that thermal equilibrium has been established in the machine and mould (fig. 83).

The machine cycle is interrupted and the volume of material for one shot is discharged onto a heat-insulating surface. The temperature of the melt is measured with a needle pyrometer and compared with the specified melt temperature for Hostaform ($205 \pm 5^\circ\text{C}$). If the temperatures are not in agreement, the settings for the cylinder and nozzle heating are adjusted and the procedure for melt temperature measurement repeated. When the actual and specified temperatures agree, the machine is run until weight constancy of the mouldings is obtained once more.

The machine cycle is interrupted again to measure the mould temperature. The specified value for both mould wall temperatures ($\vartheta_{W1}, \vartheta_{W2}$) is 120°C because this is the temperature at which dimensional scatter and after-shrinkage are least, fig. 81. When the specified and actual values agree, the first trial series at a minimum of three different pressure setting levels is commenced. For each pressure setting level, 50-100 trial mouldings are produced. These are then evaluated.

Fig. 81 · Dimensional scatter ΔM and after-shrinkage AS of Hostaform as a function of mould wall temperature



Using statistical methods, the mean value \bar{X} and the 3 x standard deviation ($\pm 3s$), ie 6 s, for the relevant dimensions (eg dimension A and dimension B, fig. 84) are determined at each injection pressure setting [8].

Fig. 82 · Machine settings for injection moulding

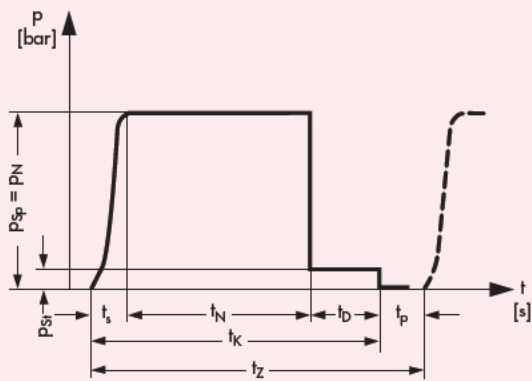
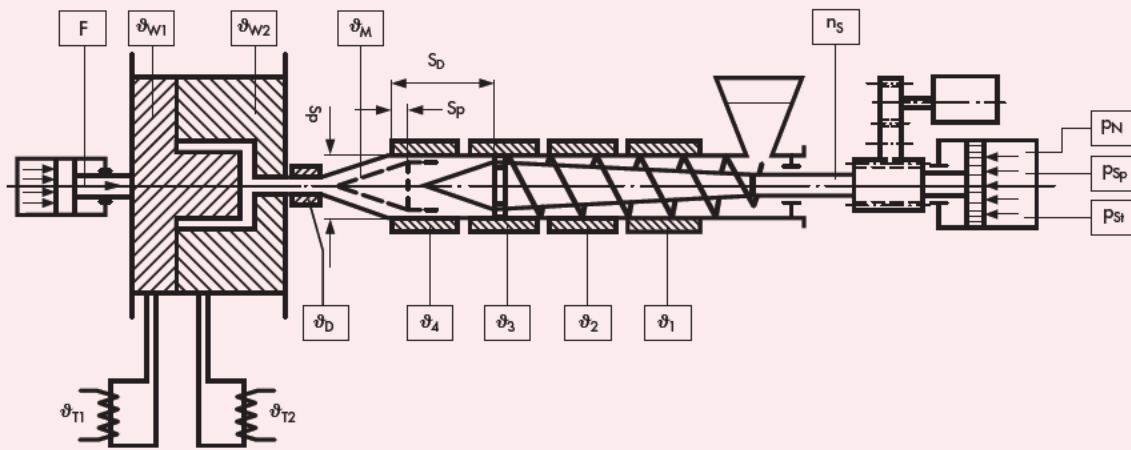
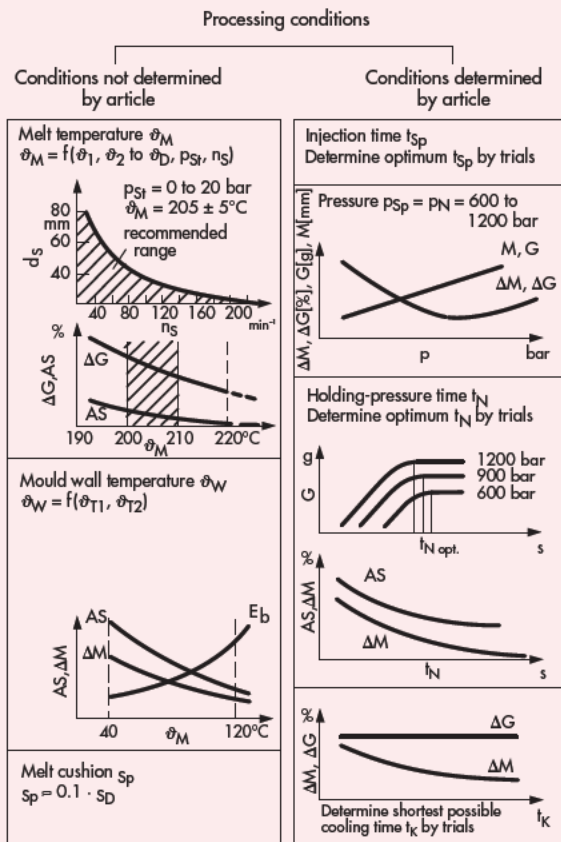
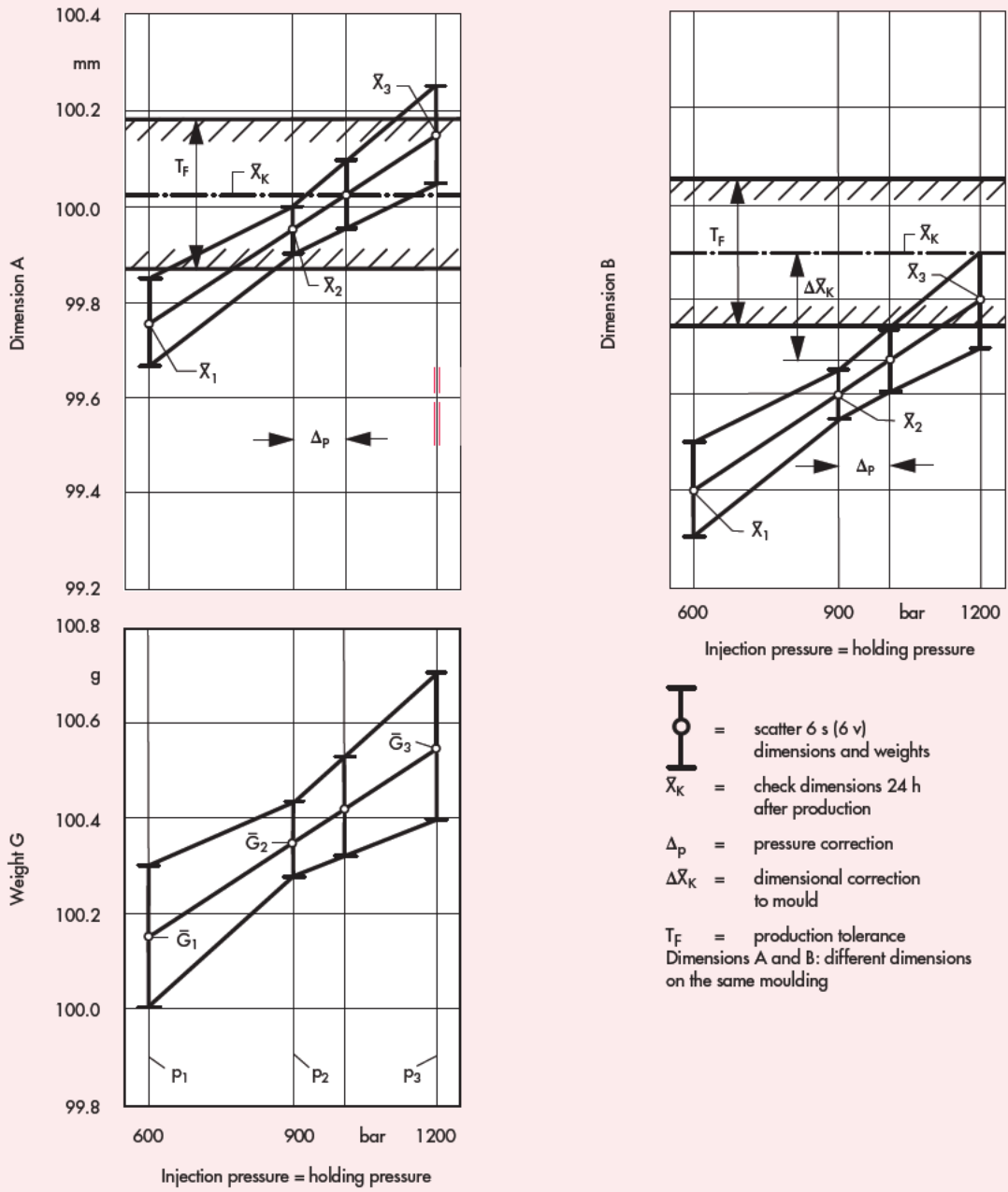


Fig. 83 · Processing conditions



ϑ_1, ϑ_2 to ϑ_D	°C	cylinder temperatures, nozzle temperature
ϑ_M	°C	melt temperature
$\vartheta_{W1}, \vartheta_{W2}$	°C	mould wall temperatures
$\vartheta_{T1}, \vartheta_{T2}$	°C	set value on the temperature control units
n_S	min ⁻¹	screw speed
P_{St}	bar	back pressure
P_{Sp}	bar	injection pressure
P_N	bar	holding pressure
F	N	clamping force
s_D	mm	metering stroke
s_p	mm	melt cushion
d_S	mm	screw diameter
t_S	s	injection time
t_N	s	holding-pressure time
t_K	s	cooling time
t_D	s	mould filling time
t_p	s	changeover time
t_Z	s	cycle time
E_b	J	fracture energy
AS	%	after-shrinkage
ΔM	%	dimensional variation
ΔG	%	weight variation

Fig. 84 · Evaluation of trial mouldings



Polyoxymethylene Copolymer (POM)

The target range of tolerance (production tolerance T_F and check dimension \bar{X}_K) is entered on the diagram and the achieved dimensions and their scatter are compared with the tolerance range and with the position of the pressure optimum. The following procedure is then adopted:

1. Carry out pressure correction Δp to bring as many dimensions as possible within the tolerance range. In so doing, it is important to ensure that the pressure is not adjusted too far from the optimum pressure range as otherwise dimensional scatter will be increased.
2. For those dimensions still outside the tolerance range after pressure adjustment, it is necessary to correct the dimensions (\bar{X}_K) of the mould itself (see dimension B in fig. 84).
3. When the modification to the mould is complete, injection moulding is resumed at the corrected pressure. The dimensions of the mouldings obtained are checked and average weight determined.

From the optimization process, all required processing conditions are known. The correct injection pressure (= holding pressure) is ascertained by evaluating the dimensions of trial mouldings and the appropriate weight is determined.

Certain dimensions and weights, as also certain dimensional and weight variations (scatter), can be related to optimum processing conditions. With this knowledge, it is possible to base production control on weight and weight scatter.

Experience has shown that weight scatter should not exceed 0.6% (relative to the average weight of the moulding) if dimensional scatter is to be kept below 0.3%.

Tolerances

The dimensions of the moulding are important quality control characteristics. The dimensional scatter in manufacture of $\pm 3 s$ (or $\pm 3 v$) must be less than the required production tolerance T_F .

Depending on application requirements, there are three tolerance ranges:

- A general-purpose injection moulding
 $T_F < 1\%$ at $\vartheta_W = 60^\circ\text{C}$
- B injection moulding of engineering components
 $T_F < 0.6\%$ at $\vartheta_W = 90^\circ\text{C}$
- C injection moulding of precision components
 $T_F < 0.3\%$ at $\vartheta_W = 120^\circ\text{C}$

These data are valid for nominal dimensions > 10 mm, fig. 85.

For nominal dimensions < 10 mm, the linear relationship between tolerance and nominal dimension no longer applies. The percentage tolerance thus increases very rapidly below about 3 mm, fig. 86 (see also DIN 16 901).

5.3 Extrusion

The extrusion method is used mainly to process Hostaform into semi-finished products (round bars, flat bars, hollow profiles and sheets). The dimensions and permissible dimensional and shape variations of such profiles and their supply specifications are standardized in DIN 16 974, 16 975, 16 977 and 16 978.

These semi-finished products are frequently machined to make prototypes, pre-production runs or even production parts in small quantities [18].

In extruding Hostaform, the main points to note are the characteristically narrow melting temperature range and the rapidity with which freezing takes place.

5.3.1 Extruder and screw

Hostaform is extruded on conventional single-screw extruders. Twin-screw extruders are not suitable. Cooling or heating of the screw is not required.

Short-compression-zone screws have a suitable geometry for extruding Hostaform. Screw lengths of $25 D$ give the best results. Shorter screws frequently lead to surging.

Processing on vented extruders is not recommended.

Fig. 85 · Tolerance classes for the injection moulded dimensions of Hostaform components (IT 8 to IT 13 = ISA basic tolerances)

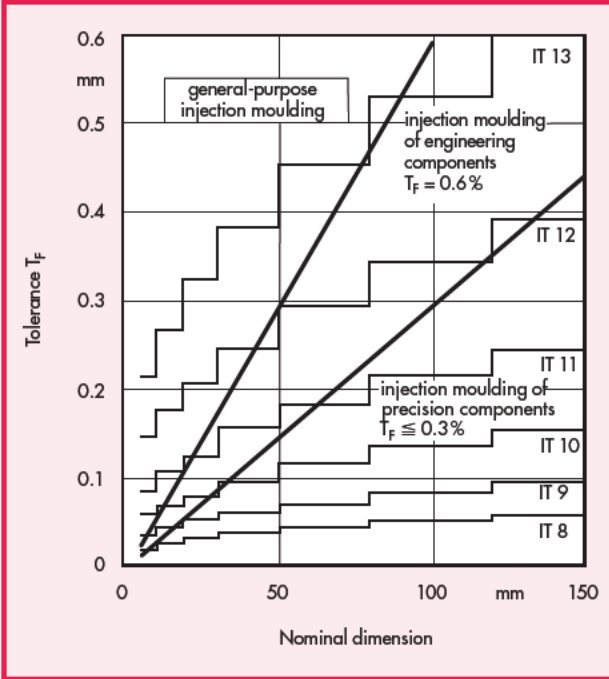
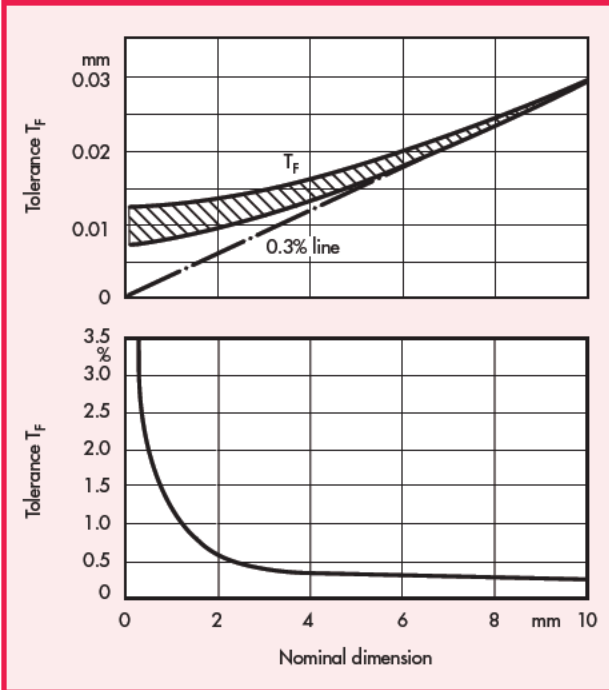


Fig. 86 · Production tolerance for Hostaform injection moulded precision components with small nominal dimensions



5.3.2 Material grades

For extrusion, the basic principle is to select a melt viscosity which will ensure that the plasticized material can be processed with maximum care. In most cases, this means the melt should be as highly viscous as possible, consistent with good homogenization. The Hostaform extrusion grades M30AE and M10AE are ideal materials for this purpose.

5.3.3 Extrusion of round bars

The design and mode of operation of an extrusion plant for round bars are shown in fig. 84. The difficulty of producing void-free round bars becomes greater with increase in diameter since uniform freezing of the extrudate throughout the cross-section is not possible.

Extrusion rate

To remove sufficient heat from the profile despite low thermal conductivity, not only is an effective cooling system essential but also a relatively low production rate. Experience shows that throughput rates of about 7-9 kg/h with single extrusion dies should not be exceeded.

To make full use of the considerably higher production rate of which the extruder is capable, round bars are frequently extruded with multi-orifice dies.

Back pressure

The extruded bar is deliberately retarded as it leaves the die by means of brake shoes or by a special haul-off system so that the freezing melt is placed under such high pressure that no voids are able to form and stresses due to volume contraction are largely avoided. The back pressure should be measured and controlled.

5

Cooling and melt temperature

On leaving the sizing device, the frozen outer skin of the profile must be thick enough to withstand the internal pressure applied. This is achieved by means of external cooling chambers and/or direct water cooling (see fig. 87). To shorten the cooling operation, it is advisable to choose a low melt temperature. For this reason, the temperatures normally used are 180–185 °C.

5.3.4 Extrusion of sheets and flat bars

For sheeting of about 1000 mm width, extruders with a screw diameter of 90 or 120 mm are used. The polishing rolls are chrome-plated and polished to a mirror finish and are heated with oil or superheated steam. With calendered sheeting, throughputs of about 100 kg/h can be achieved.

To produce sheeting with the minimum internal stress and with a high gloss surface, the two feed rolls should be heated to 130–135 °C and the delivery roll to 120–125 °C. Infrared heaters fitted additionally to the roller unit help to ensure uniform cooling, particularly in the edge regions of the sheet, and thus to

produce an evenly stress-free profile. As a rule, the sheet edges are trimmed straight once the sheet has passed through the rolls.

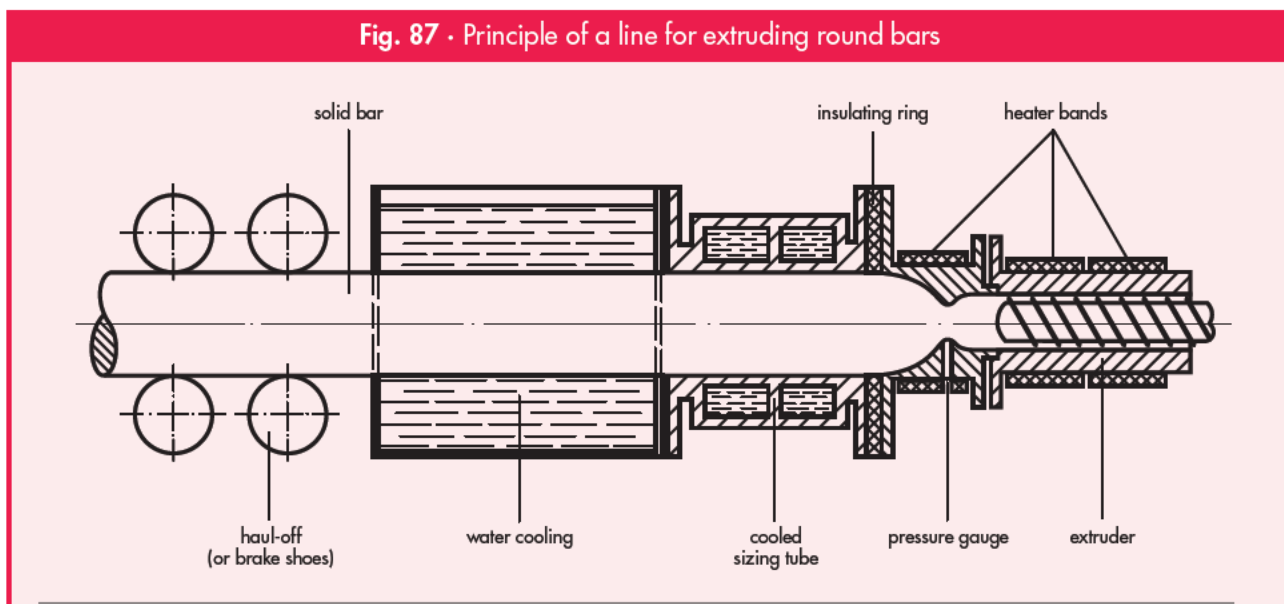
Sheeting can also be produced by compression moulding. In this case, the material is preplasticized in an extruder, ejected into the heated compression mould, compressed, and then held at constant pressure and cooled to the demoulding temperature.

5.3.5 Extrusion of pipes and hollow profiles

Up to now, most extruded pipe has been 5–8 mm in outside diameter. It is used as casing for Bowden cables.

Pipes up to an outside diameter of 10–12 mm can be vacuum sized, whereas larger dimensions can be produced only by a combination of vacuum and internal pressure systems. These points must be borne in mind in designing the die and system of sizing.

A pipe extrusion line consists of an extruder with die, sizing device, quench bath, haul-off system and cutting and/or reel-up equipment.



5.3.6 Annealing

Despite all countermeasures, a certain amount of uneven cooling will take place over the cross-section and cause internal stresses which have to be relieved by a final heat treatment. This annealing treatment is usually carried out in air or nitrogen (circulating air oven) or in liquids (waxes, oils) at 140°C for a period of 10 min per mm wall thickness or diameter. To avoid possible formation of stresses as a result of heating up or cooling down, both operations should be carried out slowly and evenly. The times required for these operations are added to the annealing time.

Example: round bar 100 mm diameter

Annealing:		
100 (mm) x 10 (min/mm)	= 1000 min	
	△ 16 h 40 min	
Heating the loaded oven from cold	= 3 h 20 min	
Cooling the oven to 40 to 50°C	≈ 6 h	
Total annealing		26 h

5.4 Extrusion blow moulding

General

This is a two-stage process. The first stage comprises the production by extrusion of an inflatable preform, the second, blow moulding and cooling the article in the mould.

For extrusion blow moulding, plastics with a relatively high melt strength are required. Hostaform C 2521 is suitable for the production of small hollow mouldings up to a maximum capacity of 1 litre.

The shrinkage of Hostaform blow moulded articles is between 2 and 4%.

Machine and mould

Hostaform containers up to a capacity of 5 litres are produced on blow moulding machines without a melt accumulator, ie the tubular parison is extruded continuously. Larger blow moulded articles require machines with an accumulator head in which the plastic melt collects until the required shot volume has been obtained and is then extruded relatively quickly.

To plasticize the material, slow-running, single-screw extruders fitted with screws between 20 and 25 D in length are suitable.

Processing

On discharge from the head, the plasticized material should have a temperature of about 185°C. At this point, sagging can be limited by judicious lowering of the temperature (but not below 170°C). To obtain uniform axial wall thickness distribution, it is necessary, particularly with non-cylindrical shapes because of different radial blow ratios, to provide programme control of parison wall thickness in the axial direction. When processing Hostaform, the die must be adequately heated in the orifice region ($\geq 170^\circ\text{C}$) since otherwise temperature variations in the parison wall will cause irregular parison swell and continuous operation will be interrupted.

Well-formed, blow-moulded containers with a smooth finish are obtained only when the mould is maintained at about 90°C.

When production ceases, the screw must be run until it is completely empty, ie until no more plasticized material comes out, before the extruder is switched off. When production is to be resumed, the pre-determined temperature settings should be raised by about 20°C for the initial startup period. When these higher temperature values have been reached, it is necessary to wait at least 15 min before the extruder drive is switched on. Only in this way can cooled material – particularly in the adaptor between the extruder and head – be plasticized sufficiently. When the extruder is started, granules should be fed in slowly (half of the visible screw region in the feed opening should be covered) until the parison emerges. The temperatures can then be returned immediately to the established production settings, and the material fed in as usual.

Polyoxymethylene Copolymer (POM)

When changing from another thermoplastic to Hostaform, “purging” clean with Hostaform may cost more than a strip-down and clean of the machine.

If the previous material was PVC, the machine should in any case be thoroughly cleaned since PVC splits off hydrochloric acid and polyacetal is not resistant to this.

5.5 Injection blow moulding

General

Injection blow moulding – like extrusion blow moulding – is a two-stage process. The first stage consists in injection moulding an inflatable preform in a mould comprising a cavity and core rod. The second stage involves transferring the preform to a blow mould where it is blown into the finished product and cooled, fig. 88.

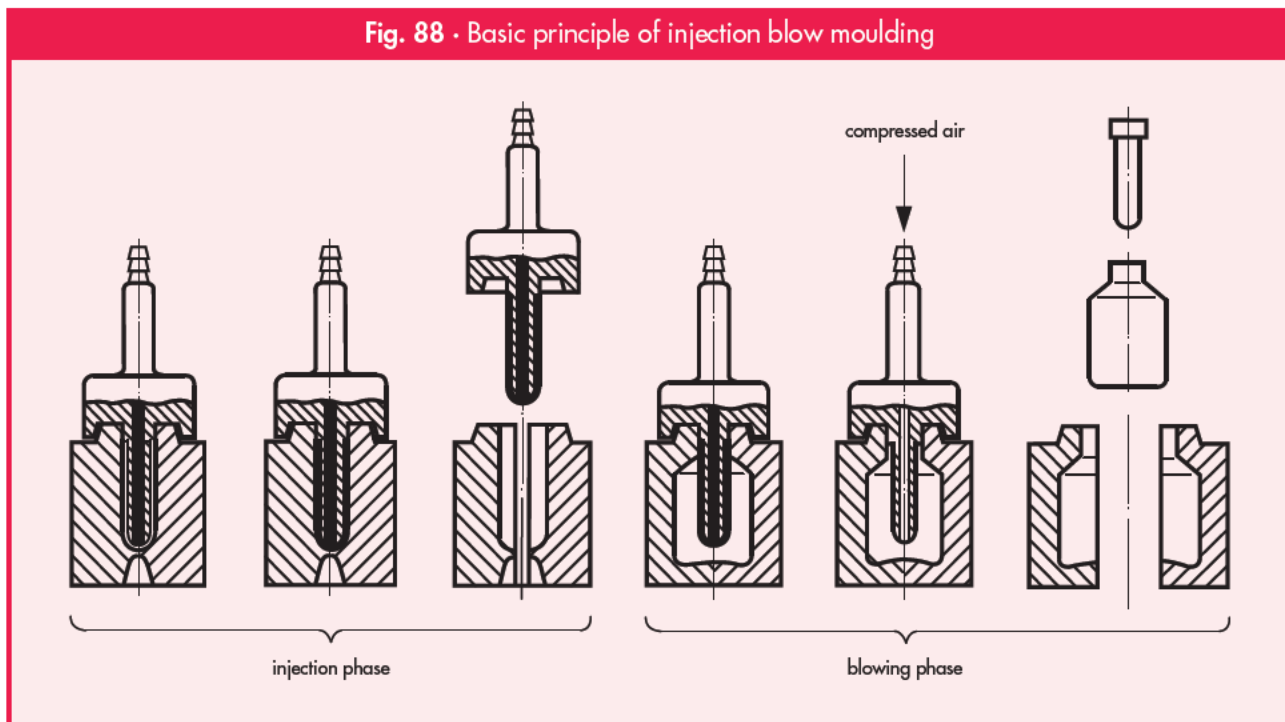
An important feature of injection blow moulding is that it allows scrap-free production of containers. In addition, the process has a number of other advantages such as

- high dimensional accuracy
- uniform wall thickness
- minimal weight and volume variation
- no weld lines
- optimum surface quality
- improved mechanical properties.

These advantages generally ensure minimum material requirement and optimum finished-part properties.

However, the advantages have to be weighed against the limitation that containers with an offset opening, additional openings or blow moulded handles cannot be produced by injection moulding. This also holds true for bottles with extreme cross-sections or longitudinal sections, for example flat rectangular cross-sections with a side ratio of $a:b > 1:2.5$ [9]. Because of its high rigidity and impact strength, Hostaform is suitable for the manufacture of containers subject to internal pressure. The main use of Hostaform in injection blow moulding is to produce aerosol containers.

Hostaform C 2521 has proved an ideal grade for injection blow moulding.



5.6 Assembly of mouldings and semi-finished products

With the present drive towards efficient, low-cost manufacture of plastics assemblies, the actual technique of assembly has become increasingly important. For manufacturing and fabrication reasons, it is often necessary to produce the component parts separately and then assemble them as required. Hostaform mouldings can be joined efficiently to produce assemblies with good resistance to mechanical stress. Various assembly methods are suitable and these are described in detail in our series of publications entitled "Design · Calculations · Applications". In series B "Design of technical mouldings", the following brochures have so far appeared on this subject:

- B.3.1 Design calculations for snapfit joints in plastic parts
- B.3.2 Fastening with metal screws
- B.3.3 Plastic parts with integrally moulded threads
- B.3.4 Design calculations for pressfit joints
- B.3.5 Integral hinges in engineering plastics
- B.3.7 Ultrasonic welding and assembly of engineering plastics

Publications in this series are available on request.

Hot-plate welding

Hot-plate welding has proved a successful method of joining Hostaform injection moulded components, irrespective of pigment or additive content. This method is particularly suitable for joints which are to be mechanically stressed, for large joints, or for components whose particular shape precludes the use of other methods.

The surfaces to be joined are brought up to temperature by light contact with a PTFE-coated hot plate and are then welded together under pressure. The hot-plate temperature should be between 220 and 240°C. The heating up time is about 5–30 s, depending on the shape of the component and, of course, the melt viscosity of the particular Hostaform component being used. When joining the heated surfaces, it is an advantage to use a welding pressure control system in which welding pressure is automatically controlled by travel path when the mating surfaces reach a predetermined distance apart (≈ 0.5 to 1.5 mm).

Friction welding

Another low-cost method of joining injection moulded components is friction welding. With this method, it is essential for the joint faces to be rotationally symmetrical.

Experience so far has shown that frictional speeds between 100 and 300 m/min at contact pressures of 0.2 to 0.5 N/mm² give successful results. The optimum conditions must be determined for each particular component; these vary with the geometry of the component, the type of joint, the construction of the drive device and the grade of material used.

Riveting

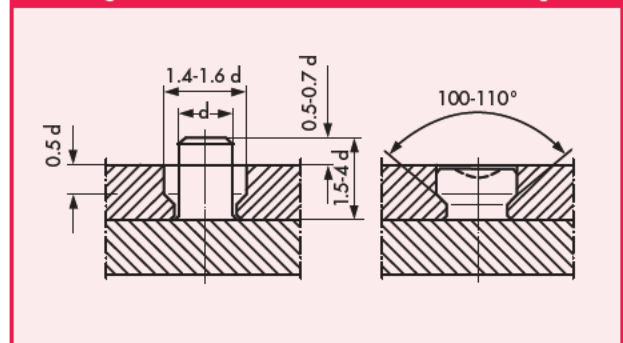
To join Hostaform components with each other or with parts made from other materials, hot riveting and ultrasonic riveting are suitable methods.

Hot riveting

In hot riveting, a PTFE-coated tool is brought up to a temperature of about 220 to 230°C. In the first stage, the rivet is preheated with the tool and in the following stage, the head is formed with a cold heading tool, fig. 89.

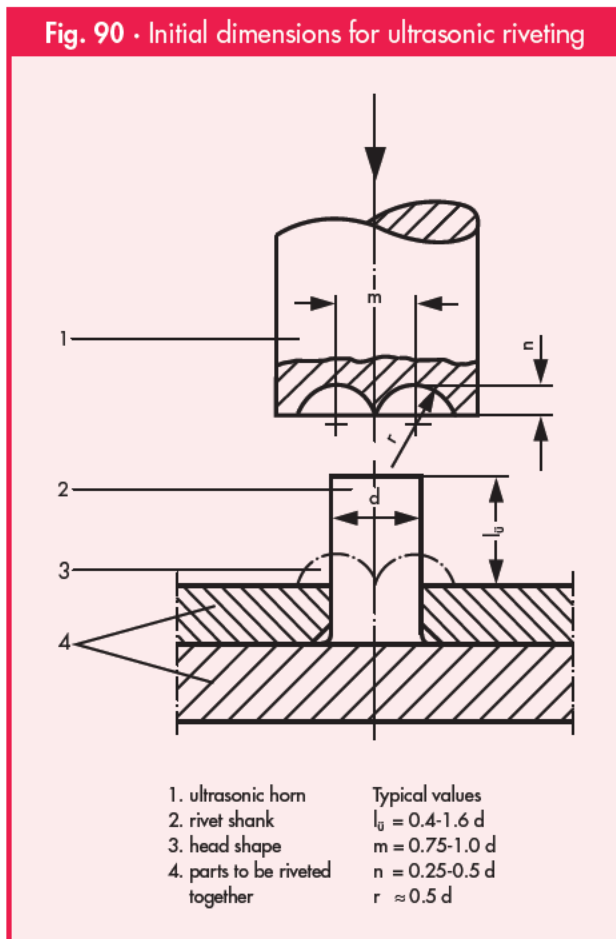
With appropriately designed riveting tools, several rivets can be closed in one operation.

Fig. 89 · Initial dimensions for hot riveting



Ultrasonic riveting

In ultrasonic riveting, the ultrasonic horn acts additionally as a heading tool (fig. 90). Ultrasonically riveted joints are low in stress, have high mechanical load-bearing capacity and are less sensitive to temperature changes. In contrast to cold-riveted joints, they have no noticeable “memory” and thus have good long-term properties. Ultrasonic riveting provides the advantage of short cycle times.



Adhesive bonding

Conventional adhesive systems

Because of its high solvent resistance, Hostaform is not readily bonded with conventional adhesives. Joints made with pressure-sensitive adhesives are the only type possible. To obtain high-strength bonds, the surfaces must be pretreated. Suitable options include mordant solutions, primer coats or corona discharge.

After thorough surface pretreatment, the following adhesive systems can be used:

Type of adhesive	Base
Contact adhesives	polychlorobutadiene with isocyanate crosslinking agents
Two-component adhesives	epoxy resin polyurethane nitrile rubber/phenolic resin methacrylate
Hot-melt adhesives	vinyl copolymers
One-component polymerizable adhesive	cyanoacrylate

Bonds obtained with these adhesive systems have sufficient strength for many applications.

5.7 Surface decoration

Consumer taste and publicity needs are not always fully satisfied by the pigmentation of plastics or by the possibility of obtaining two-colour mouldings in the injection moulding process. There is in addition a demand for plastic products which, for decorative and/or information purposes, are given a printed, painted or hot stamped finish. Flock coating and metallizing of the surface are further special types of finish supplied.

5.7.1 General surface requirements

To attain an aesthetically pleasing decorative effect, it is essential for the mouldings to have a smooth, flawless surface. Irregularities or scratches, weld lines or other surface defects are not as a rule obliterated by surface decoration but remain visible on the decorated surface and detract from its appearance. This should be taken into account by exercising care in polishing the mould and by maintaining optimum processing conditions (mould and melt temperature, injection pressure, injection rate).

With nearly all mouldings, the surfaces are likely to be soiled and so generally speaking a cleaning process should precede surface decoration. Numerous solvents such as paint thinners or trichloroethylene are suitable for this purpose.

A special surface pretreatment is frequently necessary, and may be either chemical or mechanical. Decorative materials applied onto an untreated surface should in any case be given a heat treatment either as they are applied (hot stamping foil) or after application (primers, printing inks).

5.7.1.1 Mechanical pretreatment

Roughening the moulding surface by sandblasting, grinding etc. induces a surface activation and aids adhesion of subsequently applied decorative materials. This method is very costly and therefore is hardly ever used.

5.7.1.2 Acid etching

The same effect is achieved by controlled slight etching of the surface of the moulding in an acid bath. Here again the surface is roughened and takes on a matt appearance. Afterwards the parts must be thoroughly rinsed in warm water at 60 °C. After air drying, the surface can be readily wetted.

5.7.1.3 Primers

Primers are included among coatings which will adhere to Hostaform mouldings without surface pretreatment but unlike hot stamping foils or printing inks, primers are used only as aids to decoration, ie adhesion promoters for topcoats.

5.7.1.4 Physical pretreatment

Pretreatments commonly used for other plastics such as flame treatment or exposure to corona discharge are unsuitable for Hostaform because they bring hardly any improvement in adhesion.

5.7.2 Painting

Conventional topcoat systems are used and the choice of system depends on the paint properties required, eg weathering resistance, chemical resistance, scratch resistance etc.

5.7.3 Vacuum metallizing

By this process, a mirror-finish, metallized surface can be imparted to Hostaform mouldings. The various operations required are as follows:

– Pretreatment

The surfaces to be metallized are first cleaned and degreased, followed by mechanical delustring or preferably acid etching as described in section 5.7.1.2. The primer treatment discussed above also produces satisfactory results.

– Base coating

The quality of adhesion of the evaporated metal depends mainly on the suitability of the basecoat applied to the surface to be metallized. The two-component, polyisocyanate-based lacquers developed specially for vacuum metallizing have proved very good. After application, they are cured in a drying oven.

– Vacuum metallizing

Evaporation of the desired metal onto the article is carried out under the usual conditions for this method.

– Topcoating

The evaporated metal layer is very sensitive to mechanical damage. To protect it from scratches, a colourless or transparent topcoat is applied.

5.7.4 Electroplating

Hostaform mouldings can be coated with a conducting metal layer then electroplated by the usual electro-chemical method. The surface may be roughened by the etching process described.

It is not possible to obtain firm adhesion of the metal layer to the plastic and for this reason the coating has to be of at least sufficient thickness to be self-supporting.

5.7.5 Hot stamping

Hot stamping of Hostaform mouldings is a frequently employed method of decoration because pretreatment of the surface is unnecessary. However, the surface must be clean.

The popularity of this method is reflected in the large number of hot stamping foils at present on the market which are suitable for Hostaform. The choice of foil depends on the stamping method to be used (positive stamping, negative stamping, large-area stamping, relief stamping, reciprocating press, rotary press with cylindrical or flat die, stamping with brass or silicone rubber dies), the properties required of the stamping (scratch and abrasion resistance, chemical resistance, weathering resistance) and of course the shade required, including surface finish (glossy, matt). This great variety of choice makes it impossible to give general recommendations on suitable foils and stamping conditions. For example, the required temperature of the stamping die can vary between 100 and 200 °C, depending on the type of foil. Stamping equipment must have accurate control systems for pressure, temperature and die dwell. A uniform contact pressure is particularly important. Exact setting of the stamping die is not in itself sufficient. Care must also be taken to ensure that the moulding is firmly and evenly supported. Soft supports such as rubber are unsuitable. High contact pressure, short dwell times and high temperature are the preferred processing conditions. Flat surfaces are of course easier to stamp than domed surfaces, solid parts easier than hollow. In certain cases, preliminary trials may be required.

It is always advisable to consult the foil manufacturer.

Lists of suppliers of the primers, printing inks and stamping foils mentioned above are available on request.

5.7.6 Laser marking

A relatively new, contactless method for applying text, patterns and symbols of all kinds on the surface of plastics involves marking with a laser beam [22]. This is a “clean” process requiring no surface pretreatment, colour pastes or solvents; the moulded parts cannot be contaminated or damaged by it. Laser marking is fast, uncomplicated, extremely flexible in terms of changing fonts and characters and can be readily integrated into production units.

There are two methods for laser marking polymers: the mask projection system (fig. 91 A) and the scanning system (fig. 91 B). Which of these is the most appropriate method will depend on the job at hand, the required results and the type of material. Each process requires its own special equipment.

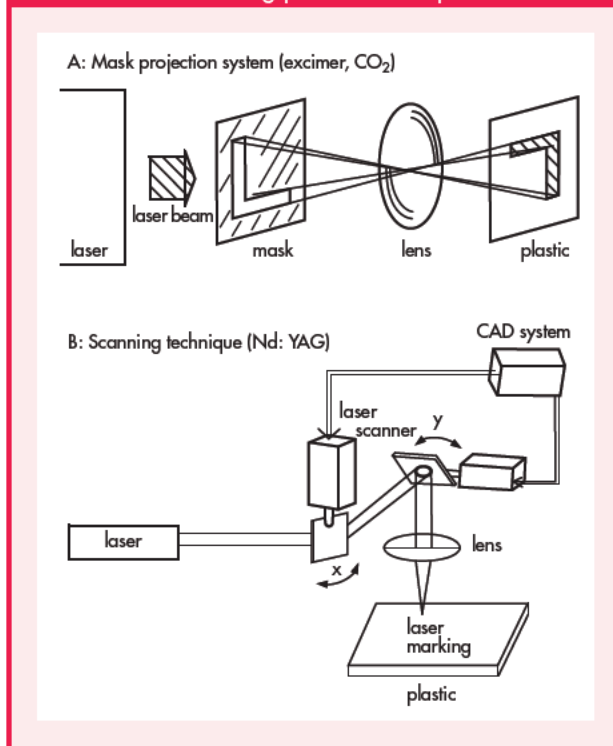
Mask projection system

In this process, the laser beam initiates a photochemical reaction of the pigments or additives on the plastic surface. The result is a marking which may be light or dark, depending on the base colour. Marking is carried out through a metal or ceramic mask. For a change of character, the mask must be changed. Excimer or CO₂ lasers are suitable for the mask projection process.

Scanning system

In this process, a laser beam passed through a system of mirrors “writes” the required marking on the plastic. The marking in the plastics surface is produced by foaming or burning an extremely thin layer or by bleaching out pigments. By varying the intensity of the laser beam, a thinner marking can be produced or a thicker one that is slightly raised from the surface. The particular advantage of this process is its high flexibility. Changes, modifications, serial numbers etc. present no problem. The required marking data are entered in a PC program which controls the laser unit. This process operates with an Nd: YAG laser.

Fig. 91 · Diagrams showing basic principles of laser marking processes for plastic



Laser marking of Hostaform mouldings

Extensive trials have already been carried out with laser marking of Hostaform mouldings. In table 3 special colours for laser marking with the appropriate marking colours are listed.

5.8 CAMPUS plastics data base

In conjunction with other material manufacturers, Ticona has helped to set up a standardized plastics data base which is available on diskette.

The data base contains values which

- have been measured in standard tests on test specimens prepared by standard methods
- have been carefully chosen to describe the property profiles of plastics with sufficient accuracy to form the basis for material selection.

®CAMPUS = registered trademark of CWFG, Frankfurt am Main, Germany

Table 3: Laser marking of Hostaform C

	Colour		Marking	
			Nd:YAG laser 1064 nm	Excimer laser 351 nm
Hostaform	10/9005	black	white	
	80/9006	dark blue	white	
	60/9007	dark brown	white	
	70/9008	green	pale green	
	80/9009	blue	pale blue	
	30/9010	gray	white	
	40/9011	crimson	pink	
	80/9012	violet	pale violet	
Hostaform	20/9001	white		black
	20/9002	ivory		black
	40/9003	red		white
	50/9004	yellow		gray
Hostaform	10/9101	near-black	blue	
	10/9102		green	
	10/9103		yellow	
	10/9104		red	