



Automotive

Connector



Non Toxic High Efficiency

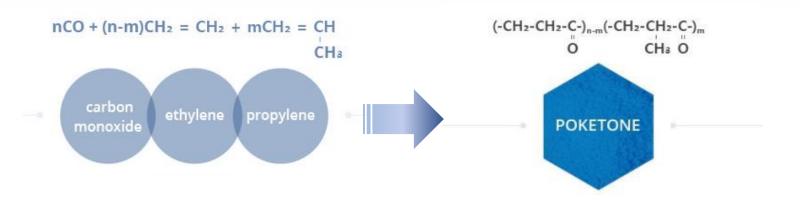
Acrylate Free Melamine Free Bisphenol A Free Formaldehyde Free Lead/ Chrome/ Free Phthalate Free

Global Warming Potential

- * PA6 6.70
- * PA66 6.40
- * PBT 4.88 * PC 3.40
- * POM 3,20
- ** **PK** 3.08 (kg CO₂ eq)
- * Other ETP data is based upon the Eco-profiles data from www.plasticseurope.org
- ** PK Data is based upon Korea LCI database and Ecoinvent database.

7 Key Values of POKETONE for Automotive





- ☐ Excellent Chemical Resistance for Fuel parts vs PA6, PA66, PBT
- ☐ Better NVH(Noise, Vibration, Harshness) Performance vs PA6, PA66, PBT
- □ Low VOCs, Low Odor for Interior Parts vs ABS, POM
- Better Scratch/Wear resistance for Interior Parts vs ABS, POM
- □ Better Dimensional Stability at various Environmental Conditions vs PA6, PA66, POM
- □ Excellent impact performance vs PA6, PA66, PBT, POM
- ☐ Superior Hydrocarbon Barrier for Fuel Tube vs PA12

Why PK for Connector



✓ Development Background

- In the cold weather environment, connector parts were broken in process of handling and delivery
- Needed a new material for connectors which has better impact strength at low temperature

✓ PK Characteristics

- Better impact strength at -30°C to solve breakage of connector at low temperature
- Higher MFI gives better Thin-wall processability
 - → PK can be a solution for thin-wall and small size connector development for Electric Vehicle
- Light weight compare to PBT with less specific gravity (1.24 vs 1.31)

✓ Current Status

- Approved by Hyundai and Kia motors for Non-waterproof type (Commercialized)
- Applied for BYD Connectors for Electric Vehicle
- Material Improvement (140°C, Long-term heat stability) is in process for waterproof type connector



Project Information

• Application : Connector

• Current material: PBT

• Product : PK compound

• Customer : Hyundai motors

• Part weight: 0.1kg



Customer Requirements

- Excellent flowability
- Impact Resistance
- Dimensional stability
- Electrical properties
- Meet Insertion/Extraction force,
 Terminal holding force

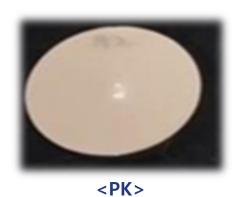
Value In Use

- Better impact resistance at low temperature (-30°C)
- Better processability for thin wall
- Weight Reduction: "6%" lighter than PBT
- Less deformation by heat
- Shorter cycle time



1. Mechanical property: Better impact resistance at low temperature (-30°C)

ltem		Unit	Method	PK	РВТ
Charpy Notched Impact strength	23℃	KJ/m²	ISO 179/1eA	18.5	3.0
	-30℃			4.5	0





PBT Type 2>

* Drop Impact Test (-30°C)



2. Flowability: Better processability for thin wall

ltem	unit	Method	PK (240°C, 2.16kg)	PBT (250℃, 2.16kg)
Melt Flow Index	g/10min	ASTM D1238	60	28

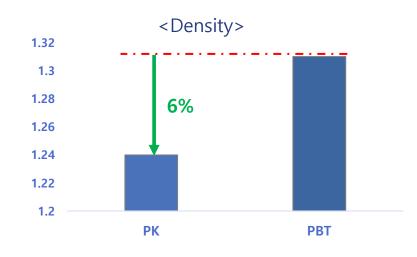


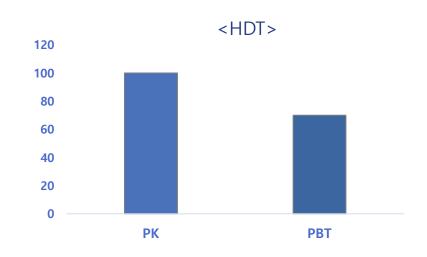




- 3. Weight reduction: "6%" lighter than PBT
- 4. Good Thermal property: Less deformation by heat

ltem	unit	Method	PK	PBT
Density	g/cm³	ASTM D792	1.24	1.31
Heat Deflection Temperature (1.82MPa)	°C	ASTM D648	100	70







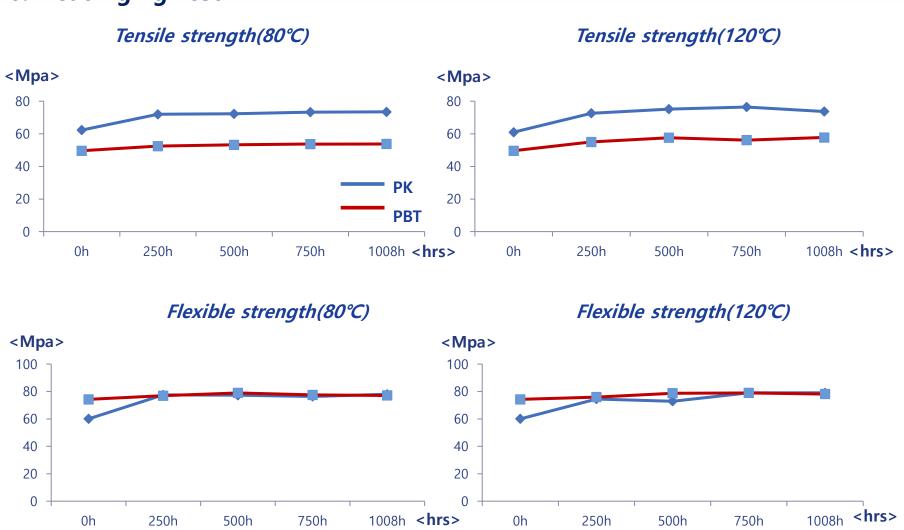
5. Physical and Electrical Property

Item		Unit	Method	PK	PBT
Density		g/cm³	ASTM D792	1.24	1.31
Charpy Notched Impact strength	23℃	KJ/m²	ISO 179/1eA	~10	4~8
Heat Deflection Temperature (1.82MPa)		°C	ASTM D648	100	70
Process temperature		℃	-	230~240	245~260
Melt Flow Index		g/10min	ASTM D1238	MI 60	MI 15~57

Item	Unit	Method	PK	PBT
Dielectric strength	kV/mm	IEC 60243- 1:2013-03	16	18.9
Volume Resistance	Ω·cm	ASTM D 257:2007	1.27×10 ¹⁶	1.28×10 ¹⁷
Surface Resistance	Ω/sq	ASTM D 257:2007	1.8×10 ¹⁷	1.8×10 ¹⁷
Arc-Resistance	s	ASTM D 495:1999	202	130
Comparative Tracking Index	V	IEC 60112:2009-10	600	575
Glow-wire flammability test (GWFI)	°C	IEC 60695-2- 12:2014-02	675	775
Glow Wire Ignitability Temperature (GWIT)	°C	IEC 60695-2- 12:2014-02	700	700



6. Heat Aging Test



PK Opportunities



