

SUSTAINABLE COMPOSITES BASED ON POLYAMIDES AND CELLULOSE FIBERS

Alper Kiziltas and Ellen C. Lee

**Materials Research and Advanced Engineering, Ford Motor
Company, Dearborn, Michigan 48121, USA**

**SPE Automotive Composites Conference & Exhibition (ACCE) -
September 9-11, 2014**



**Research and
Advanced Engineering**

Alper Kiziltas, Ph.D. Research Scientist
Ford Research and Innovation Center
Plastic Research Group
Email: akizilt1@ford.com

Ford's Sustainable Materials Strategy

➤ Vision

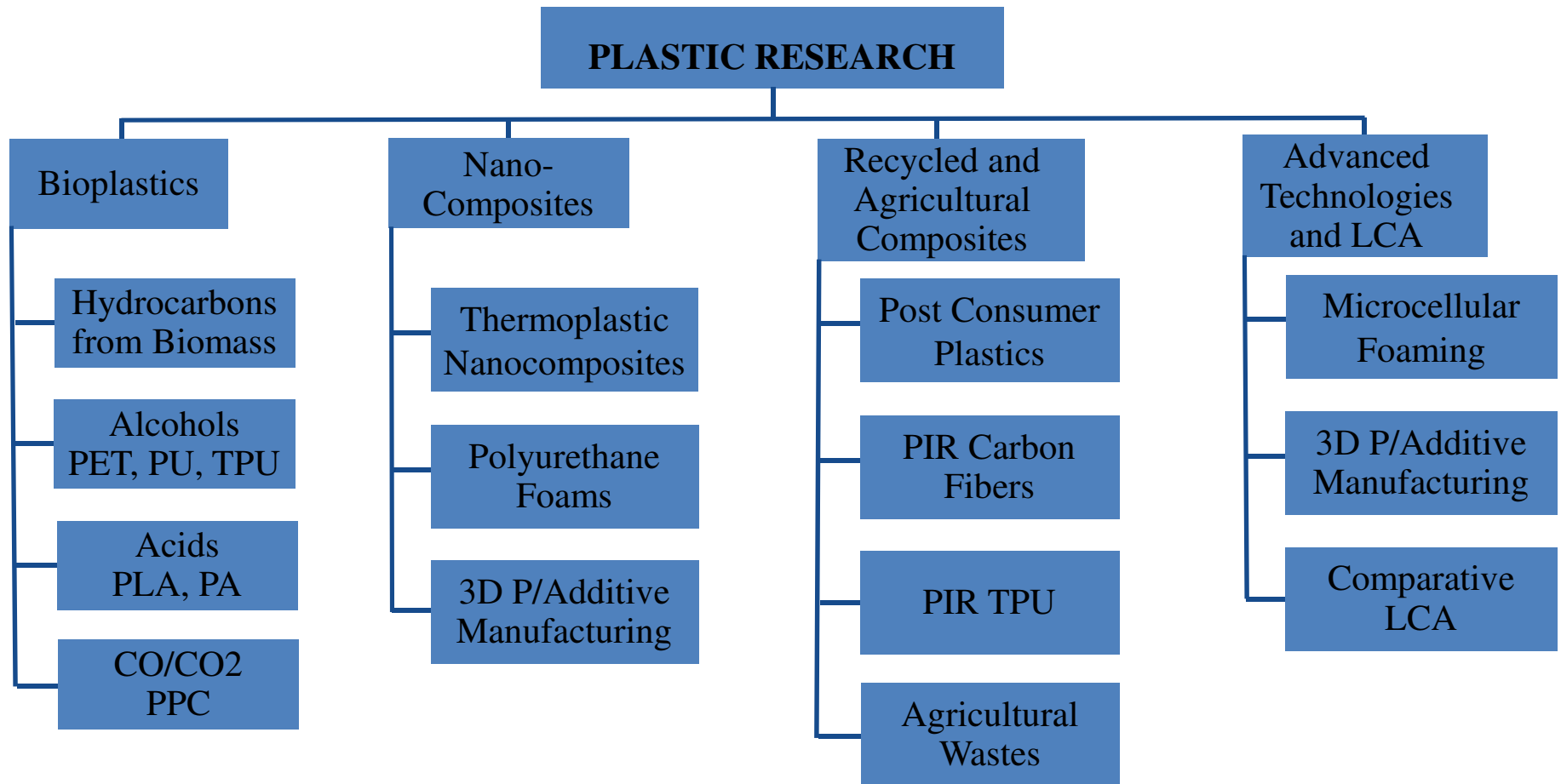
- ✓ Ford Motor Company will ensure that our products are engineered to enable sustainable materials leadership without compromise to Product Quality, Durability, Performance or Economics.

➤ Key Positions

- ✓ Recycled and renewable materials must be selected whenever technically and economically feasible.
- ✓ When we use recycled and renewable materials, there will be no compromise to Product Quality, Durability & Performance or Economics.
- ✓ We will enhance technologies, tools and enablers to help validate, select and track the use of these materials in our products.
- ✓ The use of recycled and renewable content is increased year by year, model by model where possible.



Ford-Plastic Research Group



Sustainable Materials at Ford Today

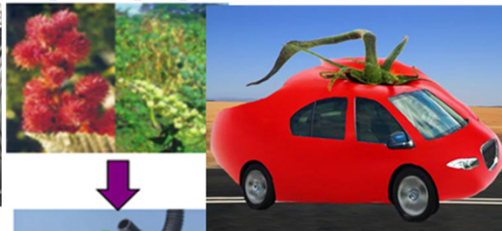


From the Collections of The Henry Ford
Robert Boyer and Henry Ford with the Soybean C

“Henry Ford (the founder of Ford) was first to introduce bio-based materials (soy-bean products) to automobiles in 1940. Continuing the legacy, Ford has been actively involved in conducting active renewable materials research and development program.”



From the Collections of The Henry Ford
Superior Car assembly image showing production of plastic parts.



reduces petroleum usage by some 20,000 pounds per year and reduces CO₂ emissions by 30,000 pounds per year



“The average Ford vehicle now uses between 20 to 40 pounds of renewable materials.”

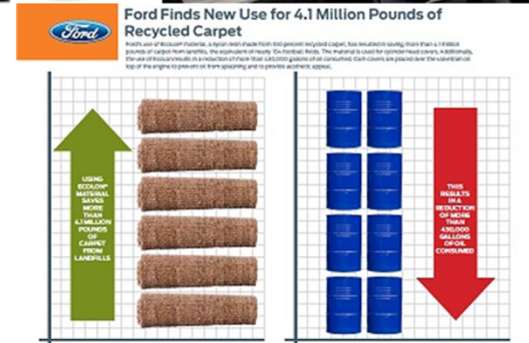
Cellulose in Automotive Applications

The Ford biomaterials research team is investigating the use of a plastic composite material that incorporates cellulose fibers from trees in place of fibreglass or mineral reinforcements. The new plastic material meets Ford's requirements for stiffness, durability and performance resistance while offering numerous other benefits. Here's how cellulose fibers could end up in future Ford vehicles.

- 1 Origin**
Cellulose is extracted from sustainably grown and harvested trees and related forestry byproducts, such as chips.
- 2 Structure**
Cellulose is found in plants and other natural forms of natural polymer organic compounds in the world. It is a natural polymer and the main component of cell walls in the dry part of plants used to manufacture strength and rigidity.
- 3 Future Use**
Ford has tested cellulose-based plastic composite materials - supplied by third parties to better understand the stiffness, durability and performance resistance. Arrows on image show some of the first prototypes that were tested. See the report for detailed specifications.

“Ford use more than 50 million pounds of post-consumer recycled materials on the exterior of Ford vehicles made in NA, which translates to more than 17.8 pounds per vehicle on average across our NA fleet.”

- Material equivalent to two average-sized pairs of American blue jeans
- 38.9 clear plastic recycled bottles in cloth-seat Fusion models
- About 31,250 soybeans



“We're making changes to reduce our environmental footprint. In addition to reducing our greenhouse gas emissions, supporting conservation efforts and making more fuel-efficient vehicles, we're also improving the materials we use to build our vehicles”.

RECYCLES

- MORE THAN 2.2 MILLION POUNDS OF RUBBER FROM RECYCLED TIRES MADE INTO SEALS AND GASKETS
- THE GASKETS AND SEALS ARE FEATURED ON 11 FORD MOTOR COMPANY VEHICLES
- MORE THAN 210,000 USED TIRES HAVE BEEN RECYCLED



Research and Advanced Engineering

Alper Kiziltas, Ph.D. Research Scientist
Ford Research and Innovation Center
Plastic Research Group
Email: akizilt1@ford.com

Project Overview

➤ Background

- ✓ Promising cellulose-polymer concept from cellulose and bio-based nylon.
- ✓ Fully or partially bio-based
- ✓ Good mechanical properties
- ✓ Perceived naturalness

➤ Challenges

- ✓ Lack of viable industrial production methods to make end consumer products
- ✓ Degradation and odor

➤ Objective

- ✓ Development of a processing technology that allows to make injection molded parts out of cellulose and nylon but keeping material bio identity.

5

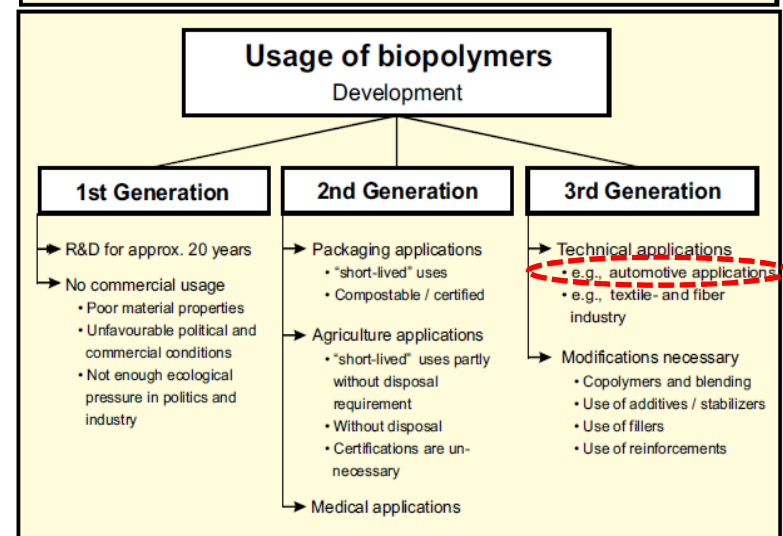
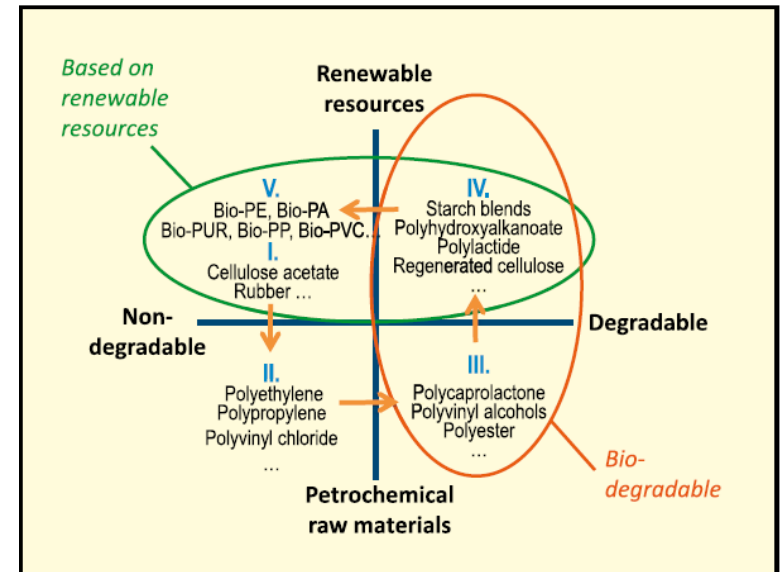


**Research and
Advanced Engineering**

Alper Kiziltas, Ph.D. Research Scientist
Ford Research and Innovation Center
Plastic Research Group
Email: akizilt1@ford.com

Background-Bio-Based Polymer

- Limited fossil resources, increased cost of fossil resources and public concern about climate change are significant drivers.
- The bio-based polymer business is 0.4% of the total polymer.
- Bio-based polymers not only replace existing polymers in a number of applications, but also provide new combinations of properties for new applications.



Endres, Hans-Josef and Siebert-Raths, Andrea 2011

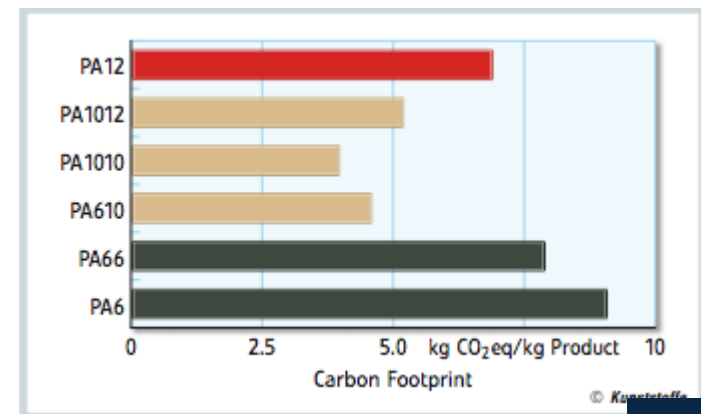
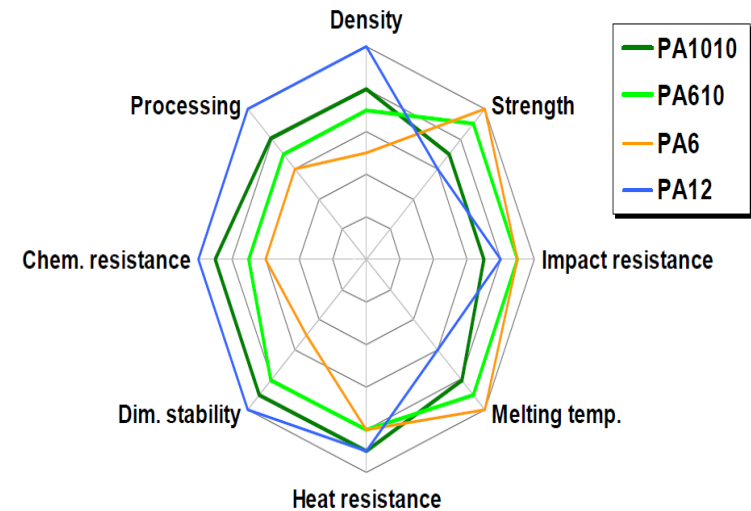


**Research and
Advanced Engineering**

Alper Kiziltas, Ph.D. Research Scientist
Ford Research and Innovation Center
Plastic Research Group
Email: akizilt1@ford.com

What is Bio-Based Nylon?

- **High bio content,**
- **Significant reduction of CO2 emissions,**
- **Polymers with strong properties,**
- **True alternatives to crude oil based Engineering Plastics,**
- **Fully recyclable polymers,**
- **Non-biodegradable and durable polymers.**



<http://www.biyoplastik.net/>

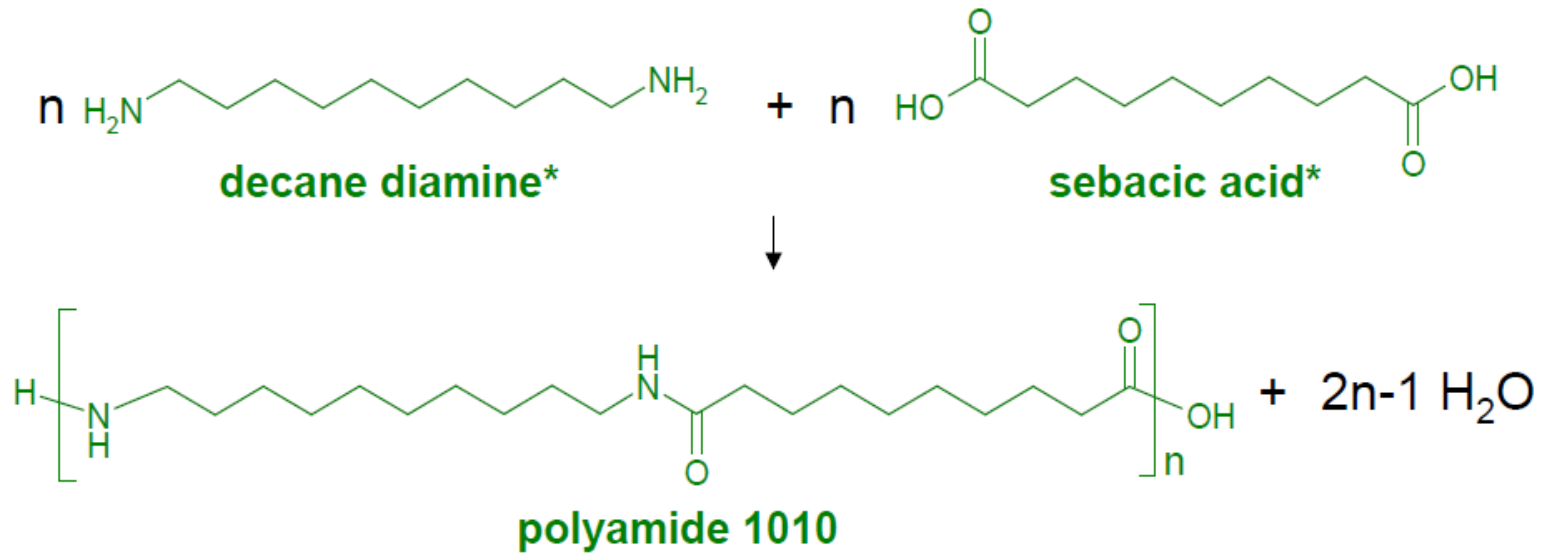
7



**Research and
Advanced Engineering**

Alper Kiziltas, Ph.D. Research Scientist
Ford Research and Innovation Center
Plastic Research Group
Email: akizilt1@ford.com

Why Nylon 1010?



- Very high bio content up to 99% (Grilamid 1S PA1010),
- Properties similar to PA12,
- Very low moisture absorption,
- Strong UV and chemical resistance,
- For injection molding and extrusion,
- Low melting temperature compared to other bio-based nylons.

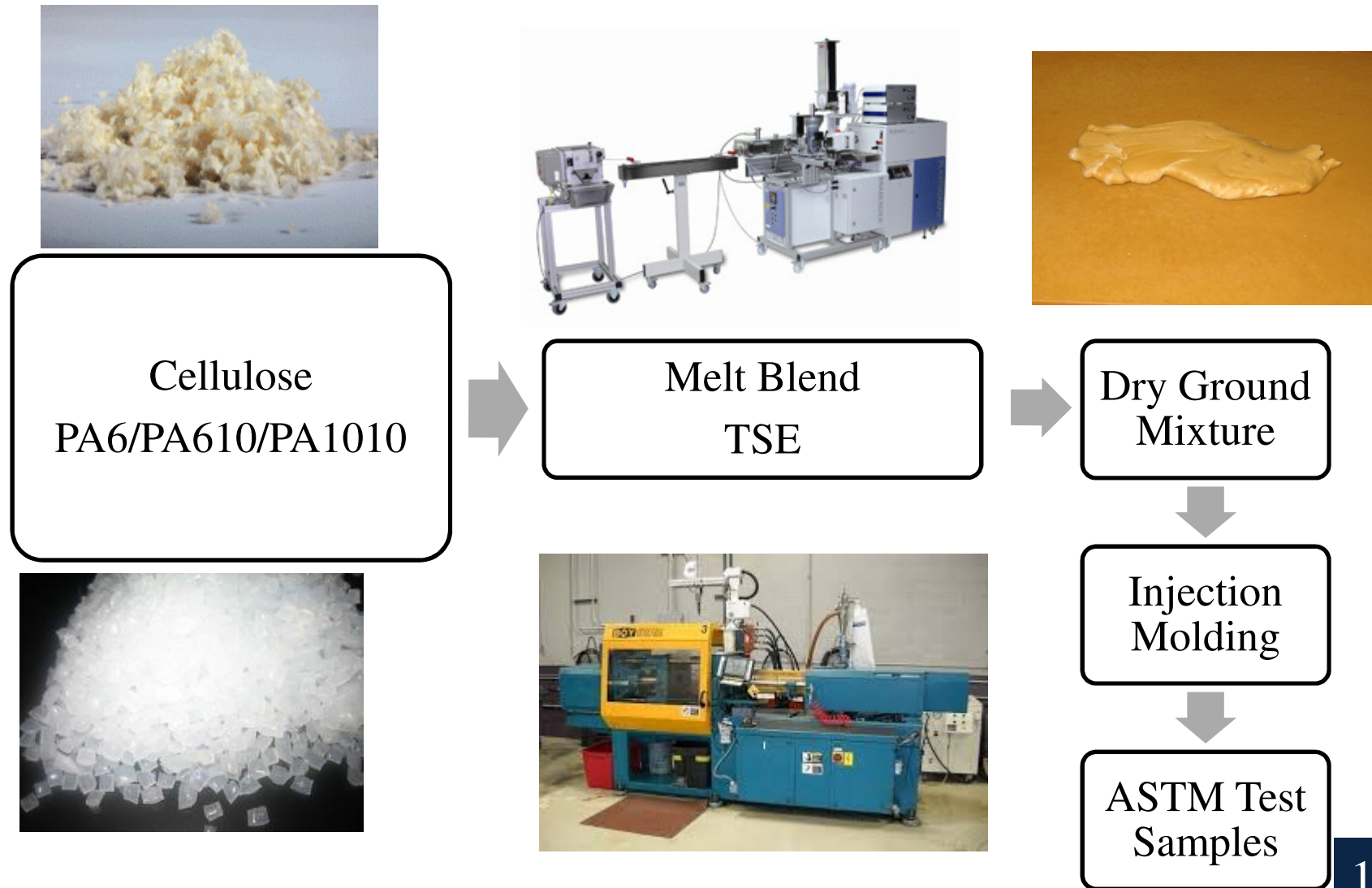


Formulations

Sample Number	Compounding	PA1010	PA610	PA6	Cellulose
1	TSE	100	-	-	-
2	TSE	-	100	-	-
3	TSE	-	-	100	-
4	TSE	50	50	-	-
5	TSE	50	-	50	-
6	TSE+MB	90	-	-	10
7	TSE+MB	80	-	-	20
8	TSE+MB	70	-	-	30
9	TSE+MB	-	90	-	10
10	TSE+MB	-	80	-	20
11	TSE+MB	-	70	-	30
12	TSE+MB	40	40	-	20
13	TSE+MB	40	-	40	20



Production – TSE and IM



Temperatures Profiles for Composites (°C)

PA1010

TSE	IM
195	235
195	240
200	245
200	250
205	250
205	
210	

PA610

TSE	IM
215	240
215	245
220	250
220	255
225	260
225	
230	

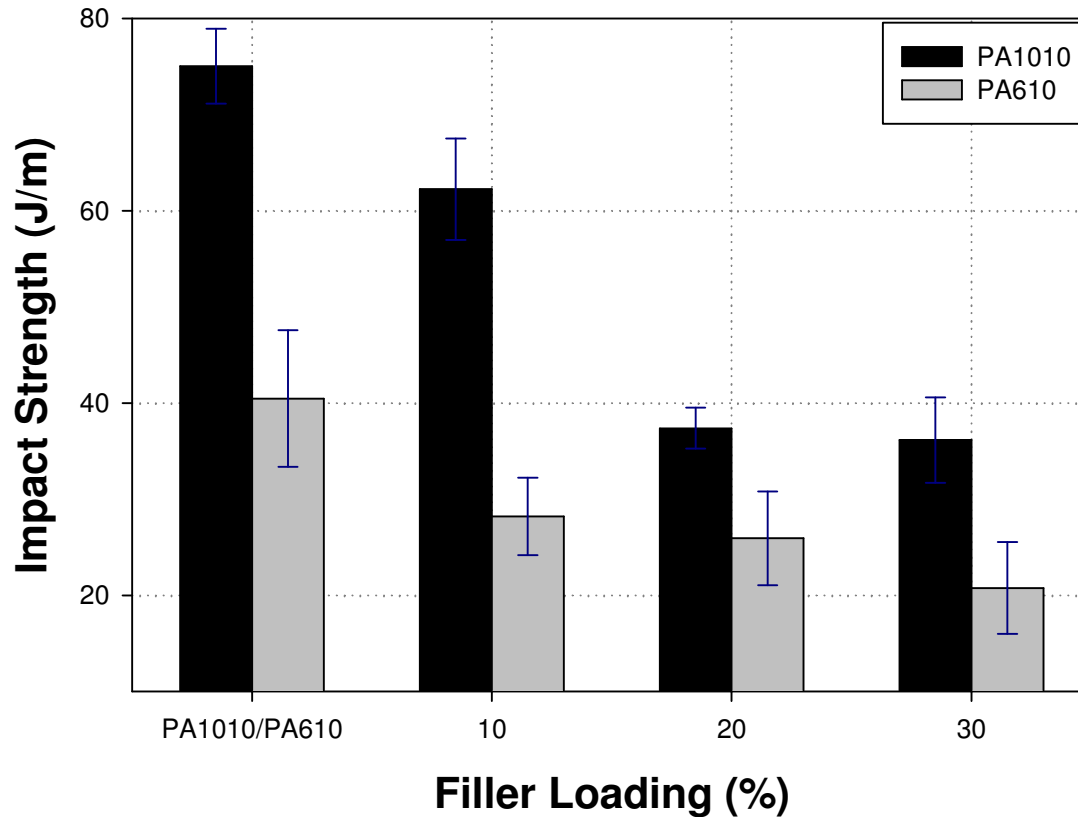
PA6

TSE	IM
215	235
215	240
220	245
220	250
225	250
225	
230	

TSE Screw Speed:200rpm



Impact Strength of Composites



➤ *Increased cellulose loading has a negative effect on impact strength.*

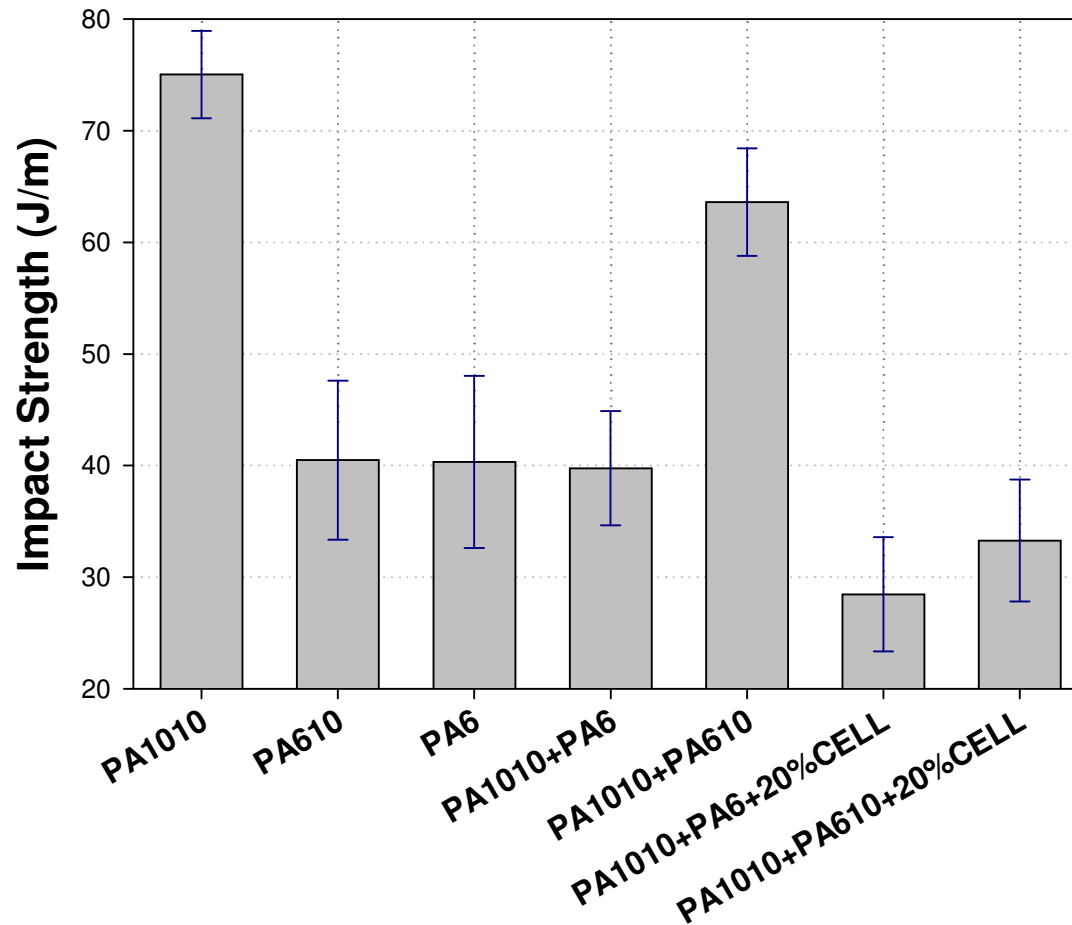
12



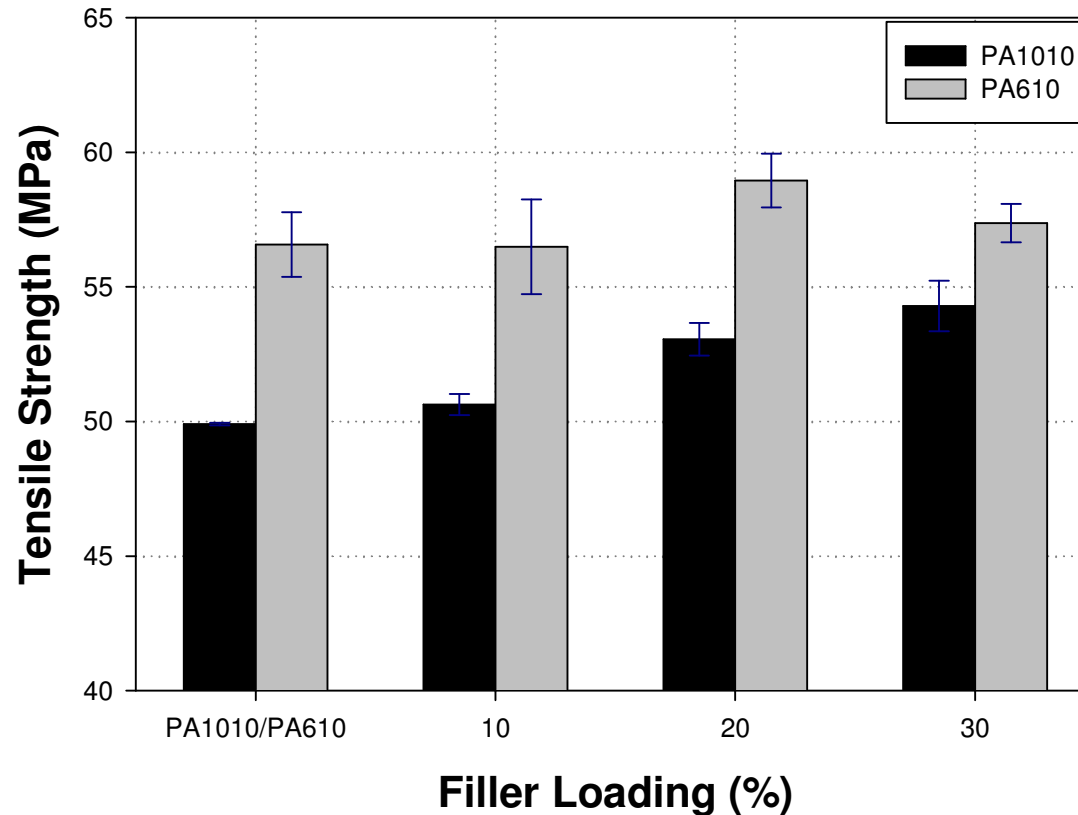
**Research and
Advanced Engineering**

Alper Kiziltas, Ph.D. Research Scientist
Ford Research and Innovation Center
Plastic Research Group
Email: akizilt1@ford.com

Impact Strength of Blends and Composites



Tensile Strength of Composites



➤ *Increased cellulose loading has a positive effect on tensile strength.*

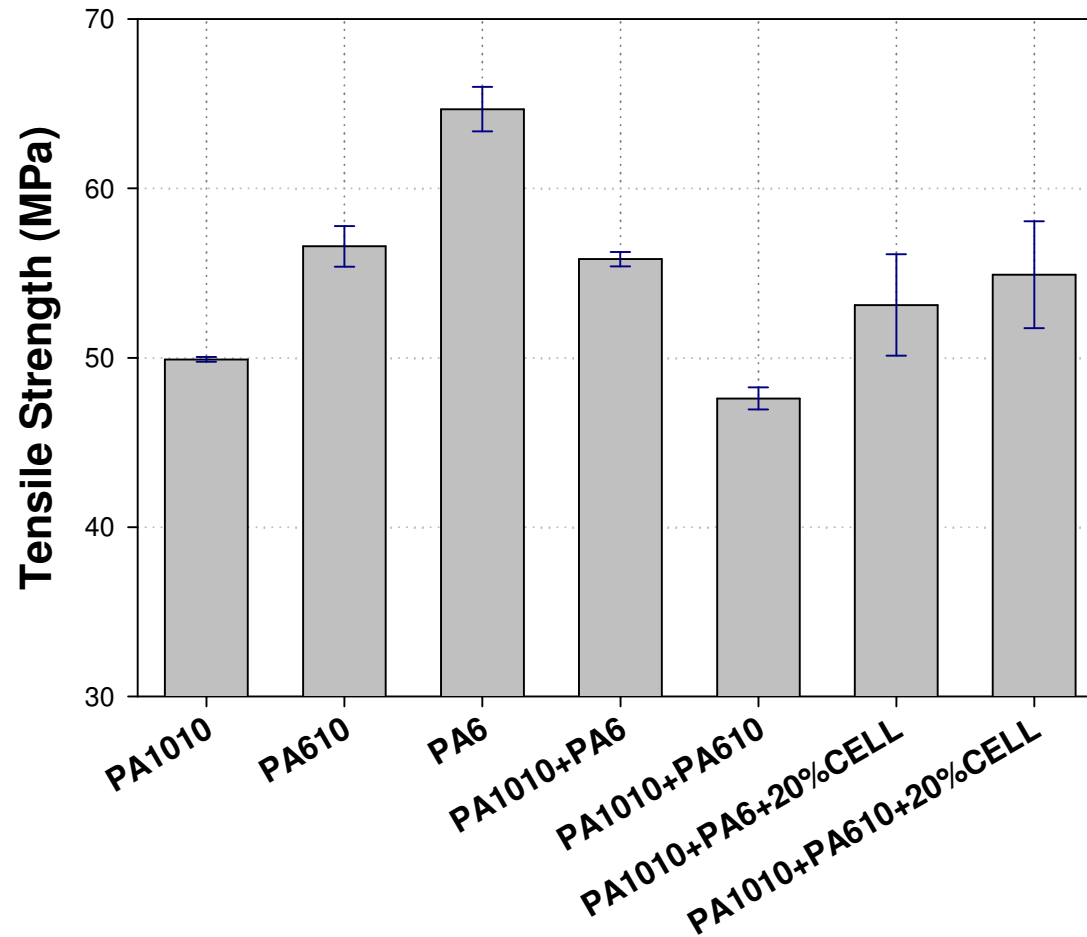
14



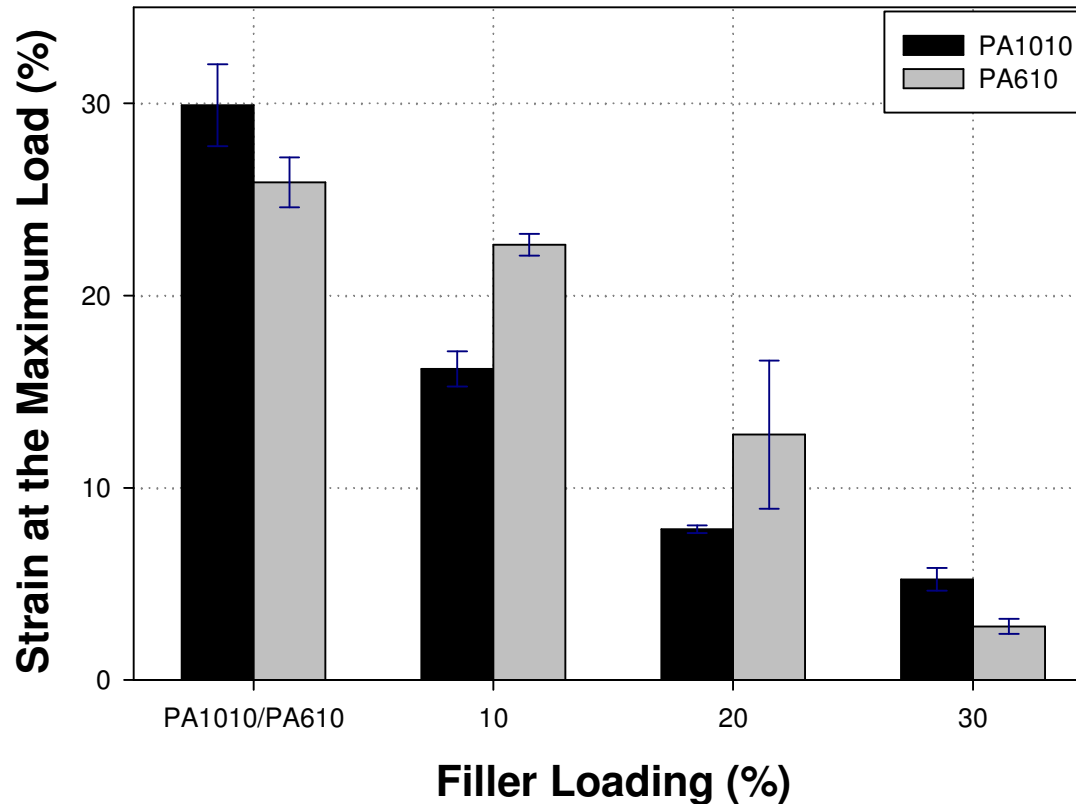
**Research and
Advanced Engineering**

Alper Kiziltas, Ph.D. Research Scientist
Ford Research and Innovation Center
Plastic Research Group
Email: akizilt1@ford.com

Tensile Strength of Blends and Composites



Strain at the Max. Load of Composites



➤ *The elongation at break of composites was shorter than neat composites.*

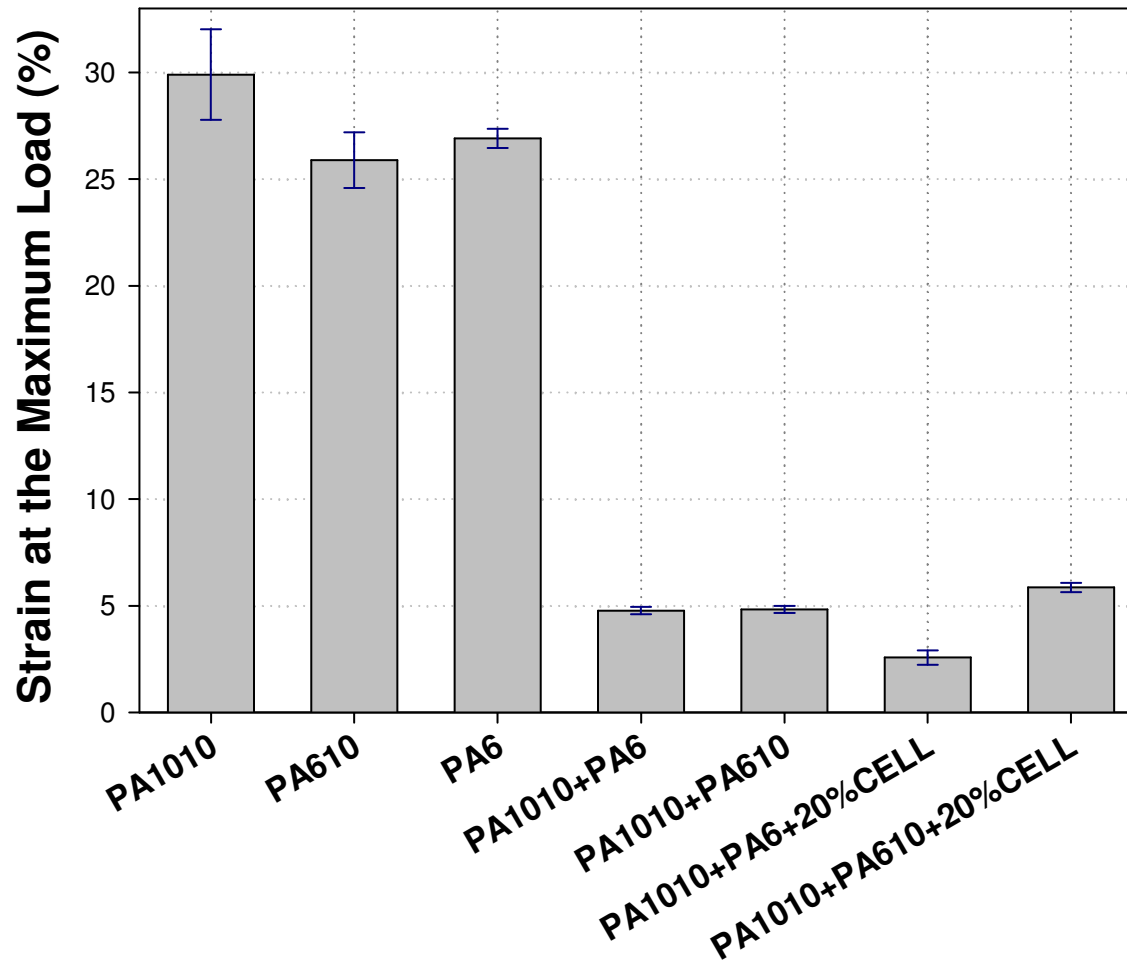
16



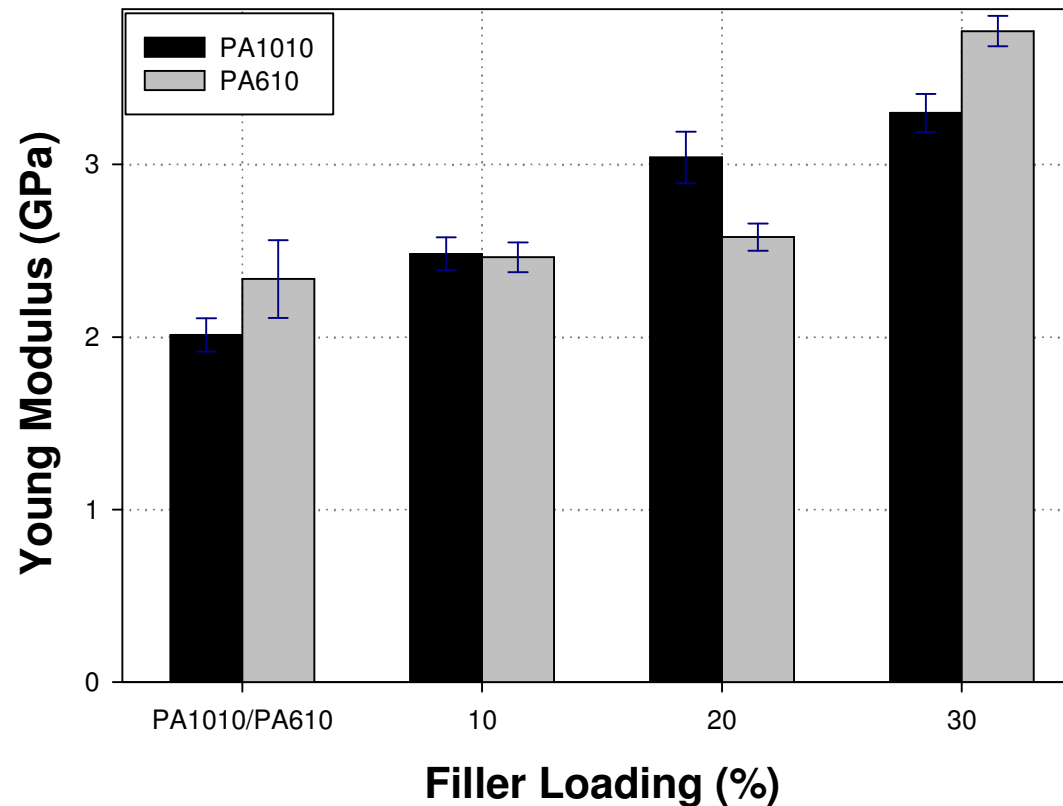
**Research and
Advanced Engineering**

Alper Kiziltas, Ph.D. Research Scientist
Ford Research and Innovation Center
Plastic Research Group
Email: akizilt1@ford.com

Strain at the Max. Load of Blends and Composites



Young Modulus of Composites



➤ *MOE increased with the addition of cellulose. The increase in MOE is only to the reinforcement effect of dispersed cellulose.*

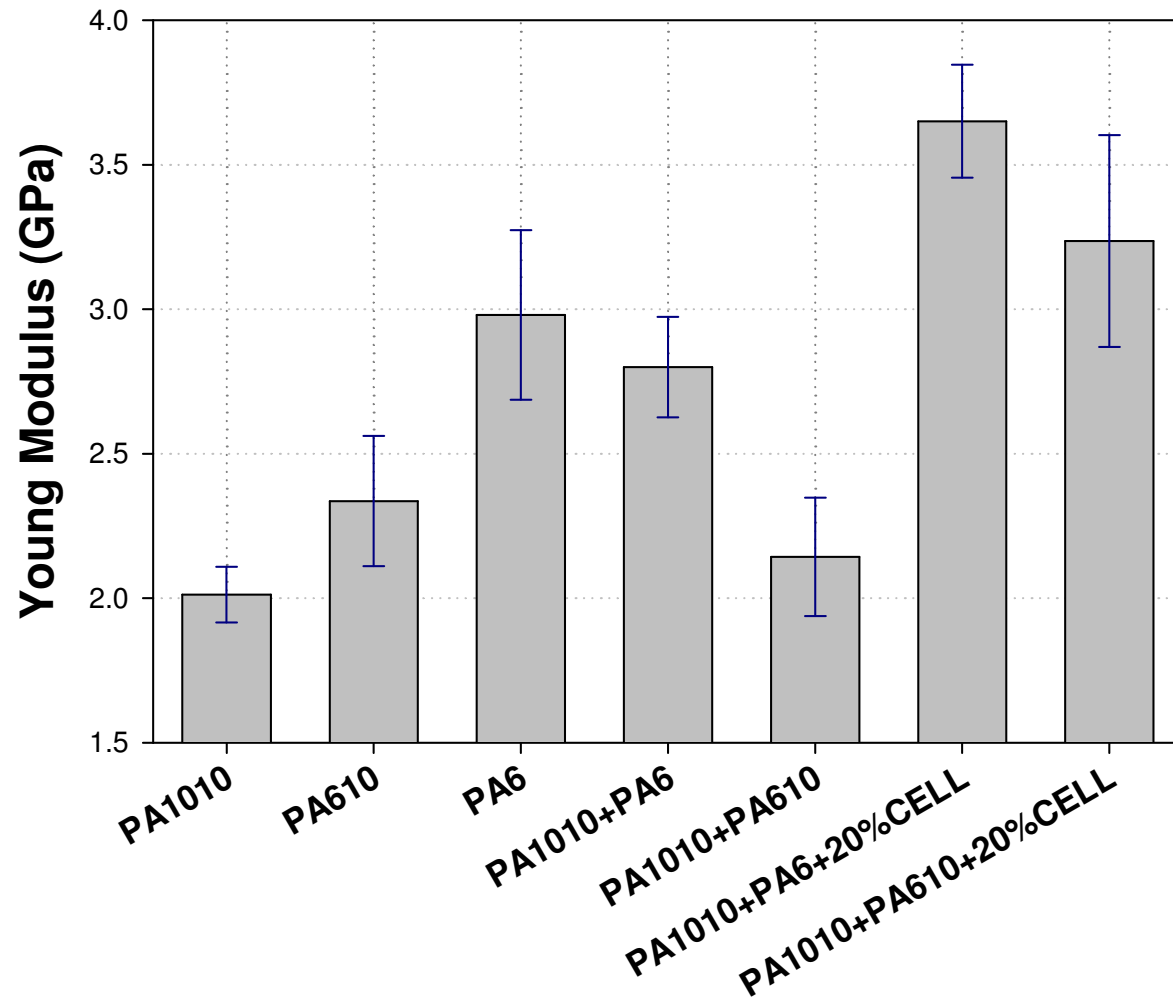
18



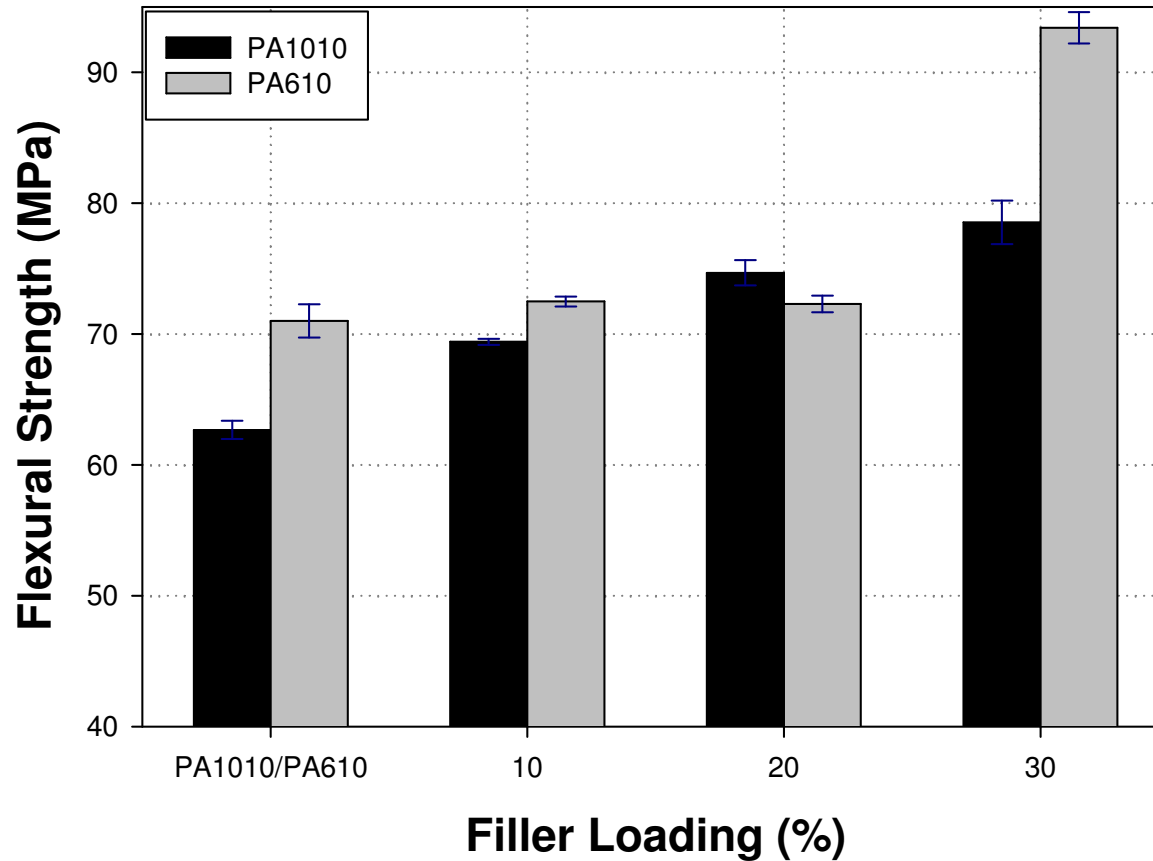
Research and
Advanced Engineering

Alper Kiziltas, Ph.D. Research Scientist
Ford Research and Innovation Center
Plastic Research Group
Email: akizilt1@ford.com

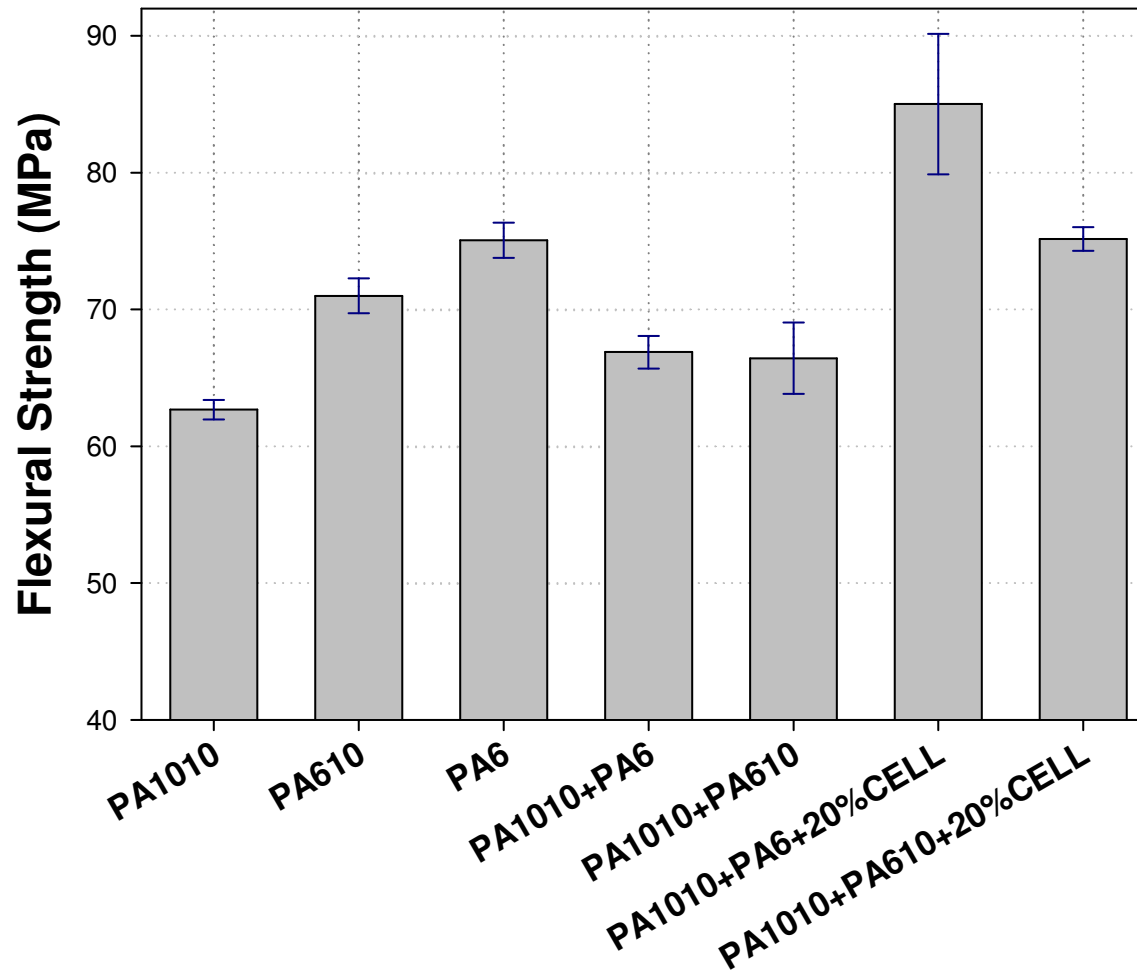
Young Modulus of Blends and ETPCs



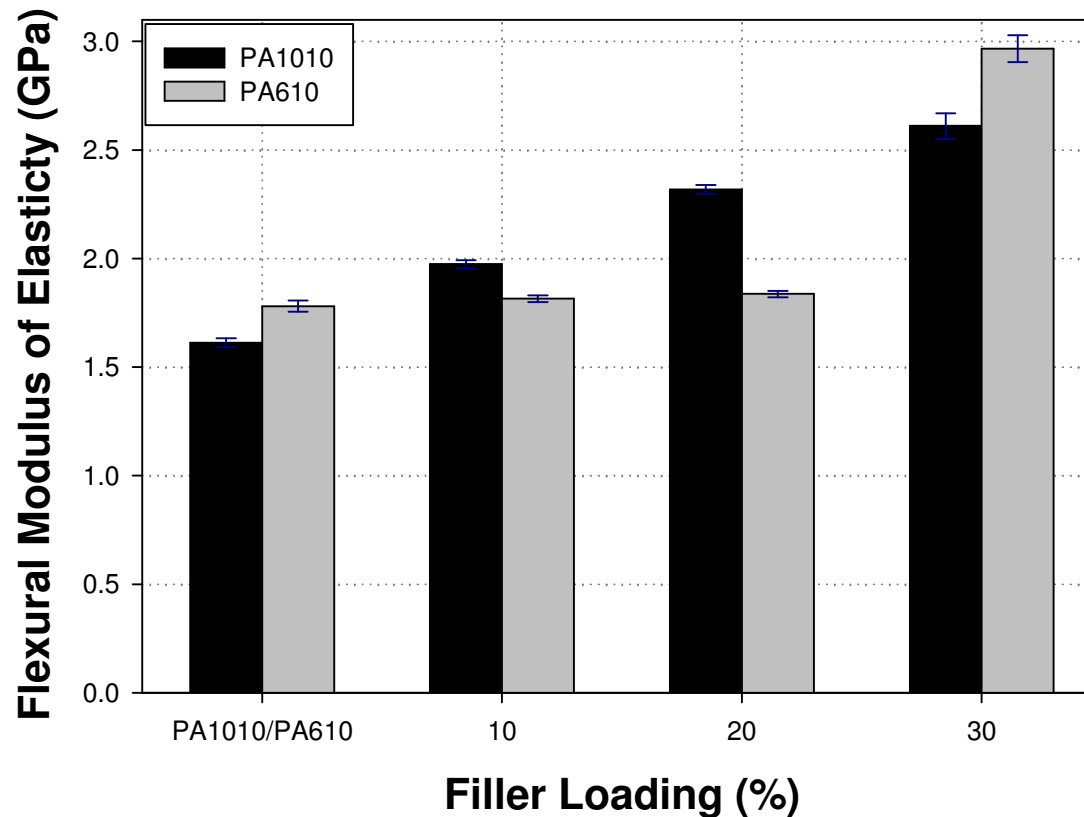
Flexural Strength of Composites



Flexural Strength of Blends and Composites



FMOE of ETPCs



➤ *MOE increased with the addition of cellulose. The increase in MOE is only to the reinforcement effect of dispersed cellulose.*

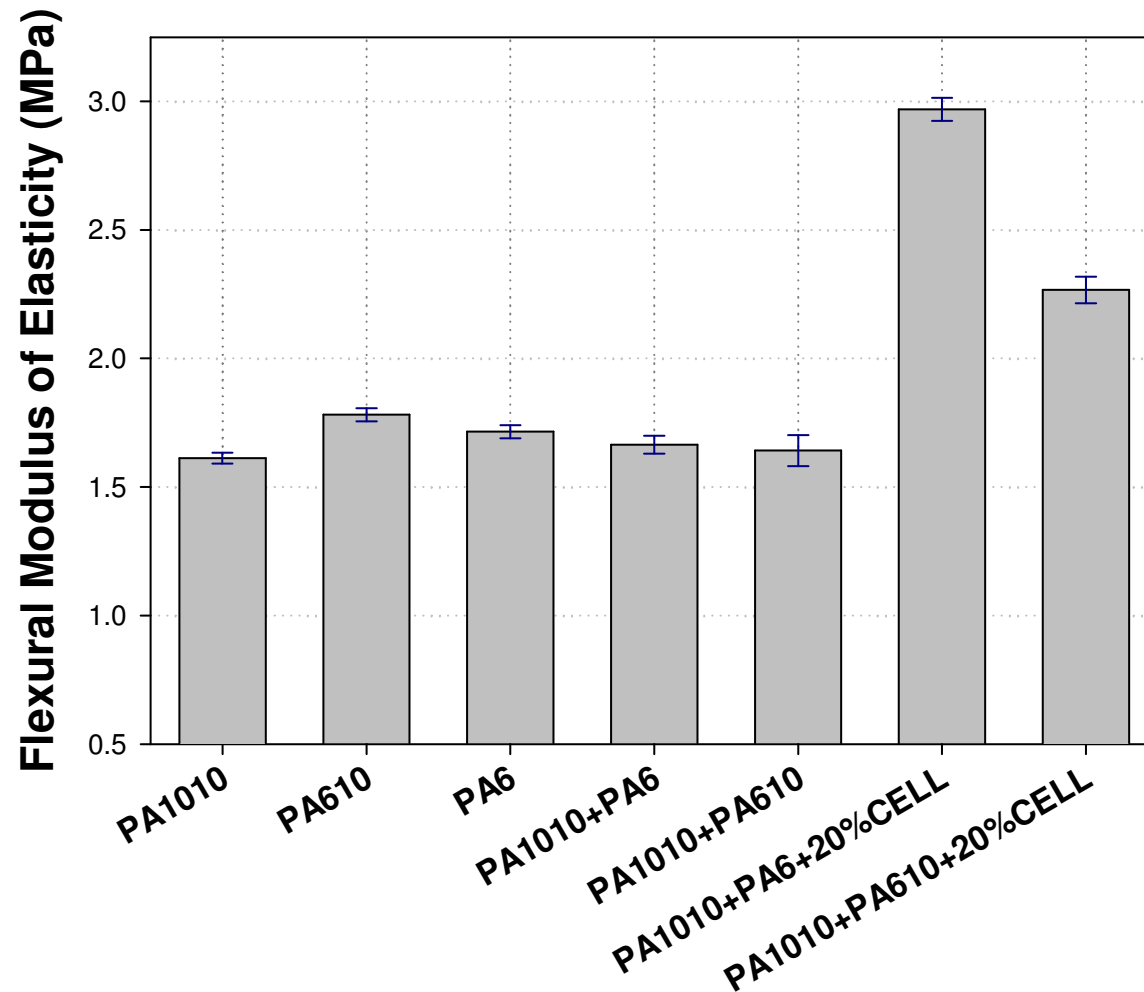
22



**Research and
Advanced Engineering**

Alper Kiziltas, Ph.D. Research Scientist
Ford Research and Innovation Center
Plastic Research Group
Email: akizilt1@ford.com

FMOE of Blends and Composites



Expected Impact and Target Groups

Novel cellulose reinforced composite

- 100% bio-based composite (PA 1010& cellulose)
- Injection molding



Significantly increasing of using cellulose reinforced biopolymers

- Open up the market of consumer products
- High efficient processing technology (IM)
- High-quality products
- Light-weight, natural perception
- Good eco-balance



Potential Applications in Automotive Industry

- Air Cleaner Housing, Air duct, Air inlet manifold
- Air ventilation, Air Resonator, Air Injector



**Research and
Advanced Engineering**

Alper Kiziltas, Ph.D. Research Scientist
Ford Research and Innovation Center
Plastic Research Group
Email: akizilt1@ford.com

Ongoing Studies

- **SEM for dispersion properties.**
- **Viscoelastic properties of composites using DMTA.**
- **Rotational rheometer for rheology study.**
- **Heat ageing studies.**



Acknowledgements

- Ellen Lee
- Debbie Mielewski
- Giuseppe Lacaria
- Till Skoerde



**Research and
Advanced Engineering**

Alper Kiziltas, Ph.D. Research Scientist
Ford Research and Innovation Center
Plastic Research Group
Email: akizilt1@ford.com

THANKS FOR YOUR ATTENTION !

27



**Research and
Advanced Engineering**

Alper Kiziltas, Ph.D. Research Scientist
Ford Research and Innovation Center
Plastic Research Group
Email: akizilt1@ford.com