## **SMC for Battery covers and housings**



### Why SMC?

Hybrid solutions for higher flame retardancy and/or lightweight solution

Polynt has supplied existing projects succesfully for over 8 years – VW E-Up

Low shrinkage on big panels

Fire retardant system – adjustable (established in trains, ships and planes) No spontaneous failure compared to metal or other solutions > 15 minutes @ 1.000°C achievable

Wide range of Glass and Carbon Fiber reinforcements

Design freedom and function integration

Established one step production process with low cycle times

### SINGLE PRODUCTS SYSTEMS



#### HUP 13/27 RN-1090/42110

- Material is approved from BMW;
- Flamability UL 94 / V0-2,0 mm;
- Density: 1,88 g/cm<sup>3</sup>;
- 10 min@1.000°C @ 3mm.

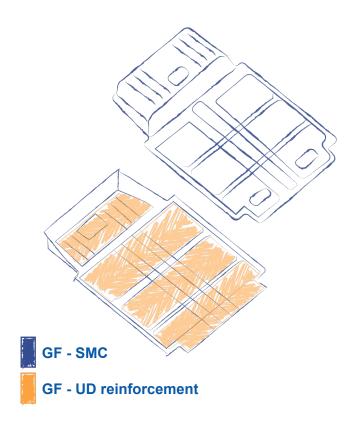
#### HUP 13/27 RN-1090/42109

- Flamability UL 94 / V0-2,5 mm;
- Density: 1,80 g/cm<sup>3</sup>;
- 9 min@1.000°C @ 3mm.

#### HUP 47/25 RN-1090

- for flatter designs;
- > 15 min@1.000°C @ 3mm.

#### **HYBRID SYSTEMS**



### PROCESS - Two steps for Battery cover/housing



HUP 13/27 RN-1090/42110 & SMC 27/30 GN (Barrier)

- Sandwich in a one shot process; ->13 min@1.000°C @ 3mm.
- HUP 13/27 RN-1090/42109 & SMC 13/60 GN-1090 (UD)
- Leightweight option / local reinforcement for higher stiffness;
- Density: 1,80 g/cm<sup>3</sup>.

# HUP 47/25 RN-1090 & SMC 27/30 GN (Barrier)

- Sandwich in a one shot process;
- For flatter parts;
- >15 min@1.000°C @ 3mm.

- 1) Compression molding of parts up to 4 sqm.
- 2) Assembling of a preformed aluminium film as EMV shielding (twin form).

Contact us for further needs, our Technical Assistance will support you in choosing the best product solution.





