

Polyfort FIPP 10 T K2369 SILVER 68940

Polypropylene Copolymer

LyondellBasell Industries

Engineering Plastics

Product Description

Polypropylen Copolymer 10% talc filled

General

Filler / Reinforcement	• Talc
Automotive Specifications	• GM GMW15702-023181 PP-I-TD10 Color: 68940 Silver
Processing Method	• Injection Molding

Physical	Nominal Value (English)	Nominal Value (SI)	Test Method
Density	0.950 g/cm ³	0.950 g/cm ³	ISO 1183/A
Melt Volume-Flow Rate (MVR) (230°C/2.16 Kg)	30 cm ³ /10min	30 cm ³ /10min	ISO 1133
Mechanical	Nominal Value (English)	Nominal Value (SI)	Test Method
Tensile Modulus	160000 psi	1100 MPa	ISO 527-1/1A/1
Tensile Stress (Yield)	2470 psi	17.0 MPa	ISO 527-2/1A/50
Tensile Strain (Yield)	8.0 %	8.0 %	ISO 527-2/1A/50
Impact	Nominal Value (English)	Nominal Value (SI)	Test Method
Charpy Notched Impact Strength			ISO 179/1eA
-22°F (-30°C)	1.4 ft·lb/in ²	3.0 kJ/m ²	
73°F (23°C)	7.6 ft·lb/in ²	16 kJ/m ²	
Charpy Unnotched Impact Strength			ISO 179/1eU
-22°F (-30°C)	9.5 ft·lb/in ²	20 kJ/m ²	
73°F (23°C)	No Break	No Break	
Thermal	Nominal Value (English)	Nominal Value (SI)	Test Method
Deflection Temperature Under Load			
66 Psi (0.45 Mpa), Unannealed	145 °F	63.0 °C	ISO 75-2/Bf
264 Psi (1.8 Mpa), Unannealed	117 °F	47.0 °C	ISO 75-2/af
Vicat Softening Temperature			
--	133 °F	56.0 °C	ISO 306/B50
--	255 °F	124 °C	ISO 306/A50
Flammability	Nominal Value (English)	Nominal Value (SI)	Test Method
Burning Rate			
0.0787 In (2.00 Mm)	< 3.9 in/min	< 100 mm/min	ISO 3795
0.0787 In (2.00 Mm)	< 3.9 in/min	< 100 mm/min	FMVSS 302

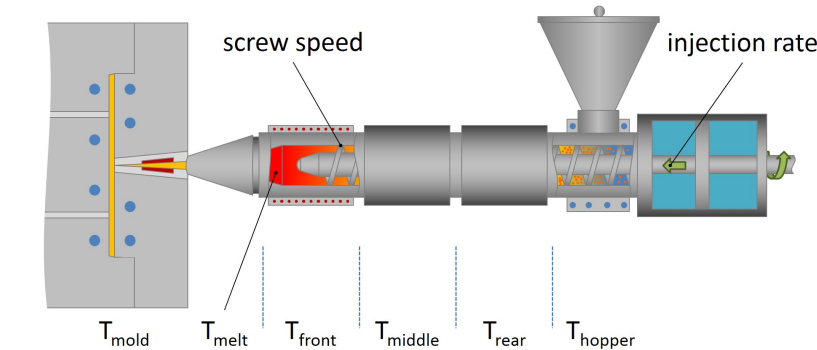
Additional Information

- 1.) Not for use in food contact applications
- 2.) Not for use in medical or pharmaceutical applications



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Injection	Nominal Value (English)	Nominal Value (SI)
Drying Temperature	176 °F	80 °C
Drying Time	2.0 to 3.0 hr	2.0 to 3.0 hr
Processing (Melt) Temp	428 to 500 °F	220 to 260 °C
Mold Temperature	86 to 140 °F	30 to 60 °C
Injection Rate	Moderate-Fast	Moderate-Fast

Injection Notes
Polypropylene is not hygroscopic and generally does not require drying. As a good practice and to avoid residual humidity from transport or storage conditions, we recommend drying the material.
Ensure good mold venting
Injection molding parameters also influence emission properties, which are often required for automotive interior applications. Generally speaking, the emission, odor and fogging behavior of finished parts is improved by lowering the melt temperature, reducing residence time and avoiding high shear stress.

Notes

These are typical property values not to be construed as specification limits.

