

Polyfort FPP 1080

Polypropylene
LyondellBasell Industries
Engineering Plastics

Product Description

PP 20% Glass Fiber

General

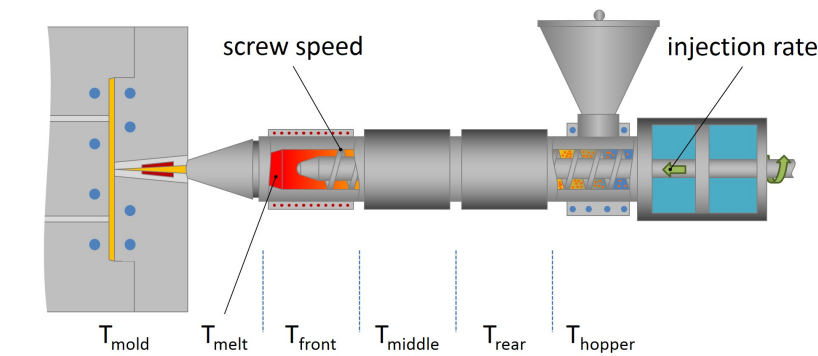
Filler / Reinforcement	• Glass Fiber, 20% Filler by Weight		
Automotive Specifications	• CHRYSLER MS-DB-500 CPN2985 Color: 01 Natural	• FORD WSK-M4D731-A1	• TOYOTA TSM 5601G-1
Processing Method	• Injection Molding		

Physical	Nominal Value (English)	Nominal Value (SI)	Test Method
Density	1.04 g/cm ³	1.04 g/cm ³	ISO 1183
Melt Mass-Flow Rate (MFR)	11 g/10 min	11 g/10 min	ISO 1133
Mechanical	Nominal Value (English)	Nominal Value (SI)	Test Method
Tensile Stress (Yield)	9430 psi	65.0 MPa	ISO 527-2/50
Flexural Modulus ¹	725000 psi	5000 MPa	ISO 178
Impact	Nominal Value (English)	Nominal Value (SI)	Test Method
Notched Izod Impact Strength	2.4 ft·lb/in ²	5.0 kJ/m ²	ISO 180
Thermal	Nominal Value (English)	Nominal Value (SI)	Test Method
Deflection Temperature Under Load 264 Psi (1.8 Mpa), Unannealed	284 °F	140 °C	ISO 75-2/A
Additional Information	Nominal Value (English)	Nominal Value (SI)	Test Method
Filler Content	20 %	20 %	ASTM D5630



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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.

