

Polyfort FPP 1006H-31

Polypropylene
LyondellBasell Industries
Engineering Plastics

Product Description

PP 20% Talc

General

Filler / Reinforcement	• Talc, 20% Filler by Weight
Automotive Specifications	• FORD WSK-M4D729-A3 • GM GMP.PP.008 Color: Natural • GM GMP.PP.008 Color: Black • TOYOTA TSM 5601G-3BL
Processing Method	• Injection Molding

Physical	Nominal Value (English)	Nominal Value (SI)	Test Method
Density	1.05 g/cm ³	1.05 g/cm ³	ISO 1183
Melt Mass-Flow Rate (MFR) (230°C/2.16 Kg)	11 g/10 min	11 g/10 min	ASTM D1238
Mechanical	Nominal Value (English)	Nominal Value (SI)	Test Method
Tensile Stress (Yield)	4350 psi	30.0 MPa	ISO 527-2/50
Tensile Strain (Break)	50 %	50 %	ISO 527-2/50
Flexural Modulus ¹	261000 psi	1800 MPa	ISO 178
Impact	Nominal Value (English)	Nominal Value (SI)	Test Method
Notched Izod Impact Strength	1.2 ft·lb/in ²	2.5 kJ/m ²	ISO 180
Thermal	Nominal Value (English)	Nominal Value (SI)	Test Method
Deflection Temperature Under Load 264 Psi (1.8 Mpa), Unannealed	149 °F	65.0 °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.

