

Polyfort FPP 1697

Polypropylene
LyondellBasell Industries
Engineering Plastics

Product Description

PP 26% Talc Filled

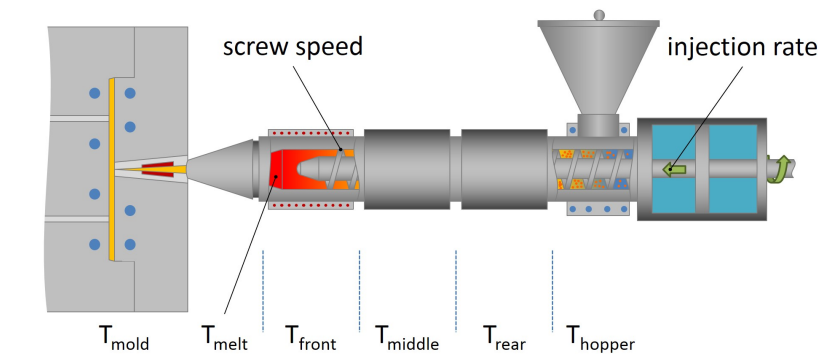
General

Material Status	• Commercial: Active		
Availability	• North America		
Filler / Reinforcement	• Talc, 26% Filler by Weight		
Automotive Specifications	• CHRYSLER MS-DB-500 CPN3639	• GM GMP.PP.026 Color: Colors	• TOYOTA TSM 5601G-7L Color: Colors
Processing Method	• Injection Molding		

Physical	Nominal Value (English)	Nominal Value (SI)	Test Method
Density	1.10 g/cm³	1.10 g/cm³	ISO 1183
Mechanical	Nominal Value (English)	Nominal Value (SI)	Test Method
Tensile Stress (Yield)	2900 psi	20.0 MPa	ISO 527-2/50
Flexural Modulus ¹	384000 psi	2650 MPa	ISO 178
Impact	Nominal Value (English)	Nominal Value (SI)	Test Method
Notched Izod Impact Strength	3.1 ft·lb/in²	6.5 kJ/m²	ISO 180
Thermal	Nominal Value (English)	Nominal Value (SI)	Test Method
Deflection Temperature Under Load 264 Psi (1.8 Mpa), Unannealed	136 °F	58.0 °C	ISO 75-2/A
Additional Information	Nominal Value (English)	Nominal Value (SI)	Test Method
Filler Content	26 %	26 %	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.