

Technical Data Sheet

POLYFORT® PPI MT20 U LE H2

Polypropylene Copolymer
Engineering Plastics

Product Description

20% talc filled high impact and low emission PP-Copolymer with good UV-stability especially for automotive interior parts

General

Filler / Reinforcement	• Talc, 20% Filler by Weight	
Features	• High Impact Resistance	• Low Emissions
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/A
Melt Volume-Flow Rate (MVR) (230°C/2.16 kg)	7.00 cm ³ /10min	7.00 cm ³ /10min	ISO 1133
Molding Shrinkage	0.90 to 1.3 %	0.90 to 1.3 %	ISO 294-4

Mechanical	Nominal Value (English)	Nominal Value (SI)	Test Method
Flexural Modulus	276000 psi	1900 MPa	ISO 178
Flexural Stress	3920 psi	27.0 MPa	ISO 178

Impact	Nominal Value (English)	Nominal Value (SI)	Test Method
Charpy Notched Impact Strength			ISO 179/1eA
-22°F (-30°C)	1.9 ft·lb/in ²	4.0 kJ/m ²	
73°F (23°C)	17 ft·lb/in ²	35 kJ/m ²	
Charpy Unnotched Impact Strength			ISO 179/1eU
-22°F (-30°C)	33 ft·lb/in ²	70 kJ/m ²	
73°F (23°C)	No Break	No Break	

Thermal	Nominal Value (English)	Nominal Value (SI)	Test Method
Heat Deflection Temperature			
66 psi (0.45 MPa), Unannealed	225 °F	107 °C	ISO 75-2/Bf
264 psi (1.8 MPa), Unannealed	126 °F	52.0 °C	ISO 75-2/Af
Vicat Softening Temperature			
--	273 °F	134 °C	ISO 306/A50
--	135 °F	57.0 °C	ISO 306/B50

Flammability	Nominal Value (English)	Nominal Value (SI)	Test Method
Burning Rate			
0.0787 in (2.00 mm)	1.6 in/min	40 mm/min	ISO 3795
0.0787 in (2.00 mm)	1.6 in/min	40 mm/min	FMVSS 302
Flammability Classification			IEC 60695-11-10, -20
0.06 in (1.5 mm)	HB	HB	
0.12 in (3.0 mm)	HB	HB	

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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
Suggested Max Regrind	20 %	20 %
Processing (Melt) Temp	446 to 518 °F	230 to 270 °C
Mold Temperature	104 to 158 °F	40 to 70 °C

Injection Notes

Drying normally not necessary.

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.