

Ultradur® B 4300 G4 BK5110

PBT (Polybutylene Terephthalate)



Product Description

Ultradur B 4300 G4 BK5110 is an easy flowing, pigmented black, injection molding PBT with 20% glass fiber reinforcement for rigid, tough, and dimensionally stable parts.

Applications

Typical applications include car door handles, housings for small electric motors, headlight retainers and drum controllers.

PHYSICAL	ISO Test Method	Property Value
Density, g/cm	1183	1.45
Viscosity Number, cm/g	1628	110
Moisture, %	62	
(24 Hour)		0.2
(50% RH)		0.2
(Saturation)		0.4
MECHANICAL	ISO Test Method	Property Value
Tensile stress at break, MPa	527	
23C		107
Tensile strain at break, %	527	
23C		3.5
Flexural Modulus, MPa	178	
23C		6,100
IMPACT	ISO Test Method	Property Value
Izod Notched Impact, kJ/m ²	180	
23C		6
THERMAL	ISO Test Method	Property Value
Melting Point, C	3146	223
HDT A, C	75	199
UL RATINGS	UL Test Method	Property Value
Flammability Rating, 1.5mm	UL94	HB
Relative Temperature Index, 1.5mm	UL746B	
Mechanical w/o Impact, C		130
Mechanical w/ Impact, C		125
Electrical, C		130

Processing Guidelines

Material Handling

Max. Water content: 0.04%

To ensure optimum part performance, this product must be dried prior to molding and maintained at a moisture level of less than 0.04%. Dehumidifying or desiccant dryers operating at 100-120 degC (212-248 degF) for 4 hours drying time are recommended. Further information concerning safe handling procedures can be obtained from the Material Safety Data Sheet. Alternatively, please contact your BASF representative.

Typical Profile



Melt Temperature 250-270 degC (482-518 degF)
Mold Temperature 60-100 degC (140-212 degF)
Injection and Packing Pressure 35-125 bar (500-1500 psi)

Mold Temperatures

This product can be processed over mold temperatures of 60-100 degC (140-212 degF); however, for optimizing surface appearance, dimensional stability and part performance, mold surface temperatures of at least 80 degC (176 degF) are preferred.

Pressures

Injection pressure controls the filling of the part and should be applied for 90% of ram travel. Packing pressure affects the final part and can be used effectively in controlling sink marks and shrinkage. It should be applied and maintained until the gate area is completely frozen off.

Back pressure can be utilized to provide uniform melt consistency and reduce trapped air and gas. A maximum of 10 bar (145 psi) is recommended due to the risk of excessive shear.

Fill Rate

Fast fill rates are recommended to ensure uniform melt delivery to the cavity and prevent premature freezing. Surface appearance is directly affected by injection rate.

Note

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