MAJORIS DG468 - 8229

Polypropylene

AD majoris

Message:

DG468 - 8229 is a 40% chemically coupled glass fibre reinforced polypropylene compound elastomer modified intended for injection moulding .

The product is available in black, but other colours can be provided on request.

DG468 - 8229 has been developed especially for demanding applications in various engineering sectors.

DG468 - 8229 has high rigidity and good impact strength, good dimensional stability and good creep resistancy also at high temperatures.

APPLICATIONS

Product requiring very high overall mechanical performance such as:

Heater housing

Automotive under the bonnet components

Miscellaneous automotive technical items

Can suitably be made from DG468 - 8229.

Additive Impact modifier Features Good dimensional stability Impact modification Rigidity, high Chemical coupling Impact resistance, good Recyclable materials Good creep resistance Uses Parts under the hood of a car Application in Automobile Field Shell Appearance Black Available colors Proms Particle Processing Method Injection molding Physical Nominal Value Unit Test Method Mechanical Nominol Value Unit Test Method Mechanical Nominal Value Unit Test Method Tersile Stress (Yield) 68.0 MPa 150 527-2/50	General Information				
Features Good dimensional stability Impact modification Rigidity, high Chemical coupling Impact resistance, good Recyclable materials Good creep resistance Uses Parts under the hood of a car Application in Automobile Field Shell Appearance Black Available colors Browns Particle Processing Method Injection molding Physical Nominal Value Unit Test Method Density 1.21 g/cm³ ISO 1183 Melt Mass-Flow Rate (MFR) (230°C/2.16 kg) Molding Shrinkage (2.00 mm) 0.30 - 0.60 Mechanical Nominal Value Unit Test Method Internal method	Filler / Reinforcement	Glass fiber reinforced material, 40% filler by weight			
Impact modification Rigidity, high Chemical coupling Impact resistance, good Recyclable materials Good creep resistance Uses Parts under the hood of a car Application in Automobile Field Shell Appearance Black Available colors Forms Particle Processing Method Injection molding Physical Nominal Value Unit Test Method Density 1.21 g/cm³ ISO 1133 Molding Shrinkage (2.00 mm) 0.30 - 0.60 Nominal Value Unit Test Method Internal method Mechanical Nominal Value Unit Test Method Unit Test Method Uniternal method Mechanical Nominal Value Unit Test Method Unit Test Method	Additive	Impact modifier			
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Mechanical Nominal Value Unit Test Method Tensile Stress (Yield) 68.0 MPa ISO 527-2/50	Melt Mass-Flow Rate (MFR) (230°C/2.16 kg)	7.0	g/10 min	ISO 1133	
Tensile Stress (Yield) 68.0 MPa ISO 527-2/50	Molding Shrinkage (2.00 mm)	0.30 - 0.60	%	Internal method	
	Mechanical	Nominal Value	Unit	Test Method	
Flexural Modulus 5200 MPa ISO 178	Tensile Stress (Yield)	68.0	MPa	ISO 527-2/50	
	Flexural Modulus	5200	MPa	ISO 178	

Impact	Nominal Value	Unit	Test Method
Charpy Notched Impact Strength (23°C)	18	kJ/m²	ISO 179/1eA
Charpy Unnotched Impact Strength (23°C)	46	kJ/m²	ISO 179/1eU
Thermal	Nominal Value	Unit	Test Method
Heat Deflection Temperature			
0.45 MPa, not annealed	140	°C	ISO 75-2/B
1.8 MPa, not annealed	125	°C	ISO 75-2/A
Flammability	Nominal Value		Test Method
Flammability Flame Rating	Nominal Value HB		Test Method UL 94
•		Unit	
Flame Rating	НВ	Unit °C	
Flame Rating Injection	HB Nominal Value		
Flame Rating Injection Processing (Melt) Temp	HB Nominal Value 230 - 260	°C	

Holding pressure: 50 to 70% of the injection pressure

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