

SABIC® PPcompound 6604-5

Polypropylene

Saudi Basic Industries Corporation (SABIC)

Message:

SABIC® PPcompound 6604/5 is a mineral filled modified polypropylene. This material combines high scratch resistance, high stiffness, high impact and very high flow. This material has a very broad processing window and good esthical performance. Typical applications include automotive interior parts such as instrument panels, lower and upper dashboard, door panels and trim.

SABIC® PPcompound 6604/5 is a designated automotive grade.

General Information			
Filler / Reinforcement	Mineral		
Additive	Impact Modifier		
Features	High Flow		
	High Impact Resistance		
	High Stiffness		
	Impact Modified		
	Scratch Resistant		
Uses	Automotive Applications		
	Automotive Instrument Panel		
	Automotive Interior Parts		
	Automotive Interior Trim		
Forms	Pellets		
Processing Method	Injection Molding		
Physical	Nominal Value	Unit	Test Method
Density	1.04	g/cm ³	ISO 1183
Melt Mass-Flow Rate (MFR) (230°C/2.16 kg)	30	g/10 min	ISO 1133
Molding Shrinkage (24 hr)	0.80	%	Internal Method
Hardness	Nominal Value	Unit	Test Method
Shore Hardness (Shore D, Injection Molded)	60		ISO 868
Mechanical	Nominal Value	Unit	Test Method
Tensile Stress			ISO 527-2/5/50
Yield, 3.20 mm, Injection Molded	22.0	MPa	
Break, 3.20 mm, Injection Molded	16.0	MPa	
Tensile Strain (Break, 3.20 mm, Injection Molded)	100	%	ISO 527-2/5/50
Flexural Modulus ¹ (Injection Molded)	1650	MPa	ASTM D790
Impact	Nominal Value	Unit	Test Method

Charpy Notched Impact Strength (23°C, Injection Molded)	No Break		ISO 179/1eA
Charpy Unnotched Impact Strength (-40°C, Injection Molded)	30	kJ/m ²	ISO 179/1eU
Notched Izod Impact Strength			ISO 180/4A
-20°C, Injection Molded	3.5	kJ/m ²	
0°C, Injection Molded	7.0	kJ/m ²	
23°C, Injection Molded	No Break		
Thermal	Nominal Value	Unit	Test Method
Heat Deflection Temperature (0.45 MPa, Unannealed)	105	°C	ISO 75-2/B
Vicat Softening Temperature	130	°C	ISO 306/A
CLTE - Flow			ASTM D696
-30 to 30°C	6.0E-5	cm/cm/°C	
23 to 80°C	9.0E-5	cm/cm/°C	
NOTE			
1.	Method I (3 point load)		

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