

# LIHAN® B706BK

Polyamide

Nanjing Lihan Chemical Co., Ltd.

## Message:

A special Material of glass fiber reinforced nylon for automotive intake manifold

Pamphlet: Automotive intake manifold has complex formation and its internal air flow channel which requires a high surface glossiness. Besides, aluminum alloy machining process is more expensive. As a result, replacing alloy with glass fiber reinforced nylon to produce intake manifold has become the leading trend of the automotive industry. Not only can it reduce cost, but also meet environmental protection and energy-saving requirements. In addition to high mechanical strength, the material is required to have excellent liquidity to ensure surface glossiness of the air flow channel. Special Material developed by our company has a high tensile strength and impact strength, and also has a melt flow rate larger than 40g/10 min. The material can be used to automotive intake manifold.

General Information				
Filler / Reinforcement		Glass Fiber		
Features		High Gloss		
		High Impact Resistance		
		High Strength		
		High Tensile Strength		
Uses		Automotive Applications		
Appearance		Black		
Forms		Pellets		
Processing Method		Injection Molding		
Physical	Dry	Conditioned	Unit	Test Method
Density	1.36	--	g/cm <sup>3</sup>	ISO 1183
Molding Shrinkage	0.20 to 0.50	--	%	
Hardness	Dry	Conditioned	Unit	Test Method
Rockwell Hardness (R-Scale)	120	--		ISO 2039-2
Mechanical	Dry	Conditioned	Unit	Test Method
Tensile Stress (Break)	175	--	MPa	ISO 527-2
Tensile Strain (Break)	3.0	--	%	ISO 527-2
Flexural Modulus	7500	--	MPa	ISO 178
Flexural Stress	210	--	MPa	ISO 178
Impact	Dry	Conditioned	Unit	Test Method
Notched Izod Impact Strength	13	--	kJ/m <sup>2</sup>	ISO 180
Thermal	Dry	Conditioned	Unit	Test Method
Heat Deflection Temperature				
0.45 MPa, Unannealed	255	--	°C	ISO 75-2/B
1.8 MPa, Unannealed	250	--	°C	ISO 75-2/A
Melting Temperature	260	--	°C	DSC

Electrical	Dry	Conditioned	Unit	Test Method
Surface Resistivity	1.0E+12	1.0E+10	ohms	ASTM D257
Comparative Tracking Index	600	--	V	IEC 60112
Flammability	Dry	Conditioned	Unit	Test Method
Flame Rating (1.59 mm)	HB	--		UL 94
Injection	Dry	Unit		
Processing (Melt) Temp	260 to 300		°C	
Mold Temperature	80.0 to 100		°C	

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#### Recommended distributors for this material

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